Weather

Overcast and gloomy today. The maximum temperature yesterday was 68.7 and the minimum 51.3, the figures for the corresponding day last year being 49.5 and 40.1.

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大陸報

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BRITISH OBSERVER FINDS GERMANY IN DESPERATE STATE

Whole Nation Described By Reuter's Correspondent As Demoralised

MUCH CORRUPTION

Discontent Is Growing And Bolshevism Appears To Be Inevitable

POOR GO HUNGRY

Period From April To June Will Be Critical For Food Supply

(Reuter's Agency War Service)

London, February 28.—Reuter's correspondent, in a message sent from Berlin yesterday, says:

Every day's experience here only deepens the strong impression made by the present demoralisation of the German nation. A stranger arriving here quickly passes from surprise to disgust upon witnessing the evidences of corruption and individual greed which alternate with those of dull apathy and which threaten a social revolt. The west end of Berlin still presents relatively a normal appearance, although even here a second glance reveals the superficiality of things and much that appears to be genuine turns out upon investigation to be a substitute. For example, paper table-cloths are being used even in the leading hotels owing to the linen ones having been commandeered as bedsheets.

The condition of the poorer classes is truly desperate. Apart from the scanty official rations, food is only obtainable from illicit traders at extortionate rates. The total number of unemployed is estimated to be 465,000, many of whom do not desire work, having been demoralised by long war service. Discontent is growing while the Spartacist movement is by no means dead. If the present situation lasts long, the psychology of the masses will inevitably lead to Bolshevism. The period from April to June will be the critical one. In their control of the food supply, the Allies possess a means of strengthening the party of order without incurring the expense of an occupation or the odium of interfering in internal politics.

TO OFFER SCHOLARSHIPS TO PORTUGUESE YOUTHS

Association Is Formed Here To Provide College Education For Boys In Far East

With the object of securing courses of advanced study and technical training for Portuguese youths in the Far East, a Portuguese Educational Association has been formed in Shanghai which will provide university scholarships to students.

The creation of the Association is due to the efforts of the Rev. Father Jacquinot, of the Shanghai Catholic Circle, who has labored consistently for many years here in the interests of better educational advantages for the Portuguese youth.

The Association has the backing of all of the leading Portuguese organisations, including the Portuguese and Lusitano Clubs, the Portuguese Co,. S.V.C., the Associacao Macaense de Soccorro Mutuo de Shanghai and the Shanghai Catholic Circle, and will have the support of leading Portuguese individuals as well. The program at present proposes the sending of at least one student each year to the Aurora University on Avenue Dubail, where he may take up the study of one of the professions. The course at the University is a six year one but can be completed in five years. The scholarship is open to all Portuguese boys between the ages of 16 and 18 in the Far East—in Shanghai, Hongkong, Singapore, and other cities in Japan as well. Competitive examinations will be held to qualify the students and the yearly allowance to be made will be $300.

Koltchak Asks Allies For Full Support

Admiral Koltchak, Supreme Governor of the Omsk Government, in a recent statement asked for the moral support of the Allies and shipment of supplies to combat the spread of Bolshevism, according to a despatch from Omsk. Admiral Koltchak declared he himself is only "Constitutional Dictator" and his power is only temporary. "The destiny of Russia can be decided only by a Constituent Assembly," he declared.

OWNERS OF RICSHAS MEET; COOLIES APPEAR IN COURT

Masters Attempt To Settle Strike; 17 Rioters Are Given Sentences

Eighteen coolies appeared in the Mixed Court yesterday charged variously with rioting, damaging of ricshas and intimidation of working coolies during the strike of Friday. Fifteen of them were given sentences of two weeks each, one was sent to jail for three weeks and another for one week, while one was released.

The only other echo of the strike was a meeting of the ricsha owners' association yesterday afternoon. No statement was given out after the long session which dealt with the various aspects of the causes of the strike.

There was a continued scarcity of ricshas yesterday and strikers often aided regular coolies. Two coolies to a vehicle was an ordinary occurrence.

Dance Tomorrow For Sailor Boys

Navy Y.M.C.A. Arranges Entertainment For Bluejackets In Port

Tomorrow afternoon at the Town Hall the Navy Y.M.C.A. will give an entertainment and dance for the British and American bluejackets in port. The hours of the entertainment, from 4 to 6 o'clock, coincide with those of the usual afternoon dances and it is hoped that a large number of ladies will be on hand to trip it with the sailors. The Town Band will furnish the music. Ladies have also been requested to donate cakes and are asked to send these to Lady Fraser this evening or tomorrow morning.

Runaway Pony Gives Maloo Exciting Time

Damages Autos In Front Of American Club; Fatally Hurt After Collision With Handcart

Frightened when the rubber tire was torn from a front wheel of the carriage to which he was hitched, a pony bolted at Fokien Road shortly after 5:30 o'clock last evening, tore down Nanking Road, damaging ricshas and automobiles, broke free of the carriage in front of the American Club, continued down Nanking Road and then down the Bund to Canton Road where he collided with a handcart, one of the shafts piercing his chest. The pony died within a few minutes, bleeding to death.

The mafoo was thrown from the box when the carriage crashed into automobiles standing in front of the American Club, damaging two of them. The mafoo was dazed but unhurt.

Strong Precautions Taken To Prevent Disturbances At Embarkations Today

Chinese Troops, S.V.C. Corps And Extra Police Out In Face Of Reports Of Organised Resistance Planned By Germans

Embarkation of enemy subjects starts this morning and from 7:30 o'clock until one the entire police departments of the International Settlement and the French Concession, extra details of Chinese troops and units of the Shanghai Volunteer Corps will be ready for trouble.

Fifteen minutes before eight o'clock, the first Germans, escorted by strong guards of Chinese soldiers with fixed bayonets, will leave Embarkation Depot Number One. They will walk to Pont St. Catherine, there board electric cars adequately guarded by French and Annamite policemen and start on a voyage that ends at Rotterdam. The trams will be met at the International Settlement by Municipal police. Volunteers will be on duty at the China Merchants' Central Wharf, 40 men of A. Company, British, today—and every available Special Constable will also be on hand.

Rumors emanating from the Embarkation Depots and internment camp are responsible for the precautions. Officials scout the idea of trouble but are not going to be caught unawares.

Threats Of Resistance Scouted

Stories of organised resistance are not believed but no chances are to be taken and sufficient forces will be ready to render resistance futile.

"The ships must sail on Wednesday morning and if there is any interference with the plans, force will be applied as and when needed," said an official last night.

The Commandant of the Volunteer Corps has been asked to make whatever arrangements he considered necessary. He has ordered 40 of "A" Company out today. Tomorrow the American Company will be at the wharf and the Machine Gun Company will be on duty Tuesday. Each day a detail from another unit is to stand by.

Between eight o'clock and 12:30, a steady stream of tram cars will run from Pont St. Catherine to the China Merchants' Central Wharf on Broadway. Each passenger will have his ticket to Rotterdam. One half of this will be given up at the gangplank and the other half is to be retained after boarding the ship.

Special Constables will show the deportees to their berths. After the latter board the steamer they will not be allowed to leave it. Tiffin will be served on the Novara this noon.

It was definitely decided last night to hold the Novara until the Nore and Atreus are loaded. The three ships with their escort, the Suffolk, are to sail Wednesday morning, probably at daylight.

The task of allotting berths has been a huge one. Clerks at the Bureau of Repatriation have worked night and day and a detail of Municipal Police, under Major A. H. Hilton-Johnson, labored until 4:30 o'clock yesterday morning, quitting for four hours and then resuming until all was completed at an early hour this morning.

Police Assistance Valuable

The assistance rendered by the police detail has made possible the carrying out today's program. Major Hilton-Johnson, Inspector R. C. Aiers, Sub-Inspectors T. H. Steele and J. Sinclair and Sergeant C. Morris worked through the 48-hour stretch with but four hours rest. They are responsible for the efficient cataloguing and assignment which allows each enemy subject to go aboard with his ticket. At an early hour this morning the clerical work was completed and the remaining tickets will be distributed today.

Only One German Doctor Stays

Of the German doctors in Shanghai, Dr. R. Gerngross alone will remain after Wednesday. All others are to be assigned as physicians to the three ships. Dr. Gerngross will go at a later date when those temporarily exempted will be sent.

The following exemptions were announced yesterday: J. Wulf, J. L. Lutz, H. Brammer, J. Walker, J. Stamm, H. G. Wiltsack, A. T. W. Voigt, A. H. Wilser, A. E. Wolf, H. G. E. von Broen, G. A. Schwarzer, K. E. R. W. Kniffert, and three children, Mrs. E. Segal, Mrs. A. Willuder, J. E. Bruhn, B. R. Bohn, F. Mohring, J. A. D. Stetting, C. A. Massberg, J. Wolff, P. H. Nolting, T. M. Rohn, wife and two children, F. Kunze, E. Kascher, E. Osber, C. T. Meyer and mother, Max Hoerter, Mrs. E. Schmeisen and four children, J. Eitter and two daughters, C. F. Eitter and wife, Barnest Hegenbarth, Jan Vanowick and wife, Mrs. W. Neuth, M. Fisher and son, Holter and four daughters, Herman Wagner and mother, Ahreens, V. Leinewebert and wife, Huken Kellerman, B. Arndt, W. Heune, E. Skalicky, J. Kalousek, Lienaug, E. Schaumloffe.

JAPANESE VOTE REFORM IS CERTAIN OF PASSAGE

Bill Lowering Qualifications For Suffrage Was Scheduled To Go Through House Yesterday

(Reuter's Pacific Service)

Tokio, March 7.—The Revised Law of Election lowering the property qualification to three yen annually passed the committee stage today by a large majority. The House of Representatives will vote on the measure tomorrow and its passage is assured.

Will Give 'Gondoliers' For British War Funds

Entire Proceeds Of Extra Performance Next Thursday Will Go To Charity

A special benefit performance of "The Gondoliers" will be given next Thursday evening at the Lyceum Theater under the patronage of Sir Everard Fraser, British Consul-General. The whole of the proceeds will be given to the King's Fund for Disabled Soldiers. The curtain will rise at 8:45 as usual.

Another crowded house saw the fifth performance of the operetta last night.

After the performance last night the whole cast in costume was entertained to supper by the Astor House following the hotel cabaret dinner and dance. At the supper Mr. Graham-Barrow, producer of the operetta, presented a purse to Mrs. W. G. Feast, who played the piano for the rehearsals, and a traveling case to Mr. R. C. Young, the musical director. Mr. Herbert Langley, one of the chorus, then arose and presented a suitably engraved cigarette case to Mr. Graham-Barrow.

JUGO-SLAVS PROTEST ON ACTION OF ITALIANS

Will Make Representations To Peace Conference Against Unfriendly Attitude

(Reuter's Agency War Service)

Paris, March 28.—The Jugo-Slav delegates will shortly protest to the Peace Conference concerning the action of the Italians.

No news has been received from Laibach owing to the closing of the frontier but the Jugo-Slavs assert that the Italians have acted as though in an enemy country and interfered with internal affairs.

A delegation representing the mayors of thirty communes in Dalmatia has arrived in Paris bringing the result of the plebiscite in the districts under Italian occupation which show that there is a majority of Jugo-Slavs amounting from 60 percent in Zara to 80 percent in other districts.

CZECHO-SLAV REPUBLIC IS ON VERGE OF FAMINE

Population Cannot Hold Out Until Next Harvest, Reuter's Is Informed

(Reuter's Agency War Service)

London, March 1.—Reuter's Agency is informed that the Czecho-Slovakia Republic, including Prague, is on the verge of famine. Staple comestibles are exhausted and the population cannot hold out until the next harvest. Hospital patients in Prague are dying of inanition. There is a terrible shortage of milk for infants.

'Two Birds With One Stone'

—Chapin in the St. Louis Republic

CHRISTIAN CONVERTS ARE RIOTERS IN KOREA

Tokio Telegram Also Says Foreign Missionaries Instigated Coolies To Make Trouble

(Reuter's Pacific Service)

Tokio, March 7.—The gendarmerie commander, Kojima, reports that the riots of which Phongyang is the center are almost suppressed. The rioters were Christian converts and coolies instigated by foreign missionaries in Phongyang. The regiment despatched for the purpose of quelling the riots was composed solely of veterans. They did not fire on the mobs though some of the gendarmes were obliged to fire in self-defense.

NEED NOT CLOSE SCHOOLS, HEALTH OFFICER STATES

Further Spread Of Influenza Infection Not Feared; Cases In Settlement Increase

Health conditions in the Shanghai public schools remain such that there is no necessity of closing them for fear of further influenza outbreaks, Dr. Stanley, Health Officer, stated yesterday after a careful survey of the situation.

Of the total attendance at the Shanghai Public School, it was stated, only twelve cases had developed in a fortnight, all of them of mild character and quickly taken care of, while in other schools the percentage is about the same, except for the Hanbury Boys' School and the American School, which are both closed. The cases at the Hanbury School are all of a mild nature and are well isolated and attended and no further spread is anticipated. At the American School and at St. John's University and St. Mary's the patients are all reported as doing well, practically all at the former institution having left their beds.

Cases continue to develop among the foreign residents, Dr. Stanley said yesterday, and all precautions should be observed to bring infection quickly under attention and prevent its spread. No deaths other than the two already reported had been traced to the disease up to last night.

MR. YANG TCHENG HEAD OF FOREIGN BUREAU HERE

Appointed By Presidential Mandate To Succeed Mr. Ivan Chen In Shanghai Office

Private advices were received yesterday that Mr. Yang Tcheng, a veteran of the Chinese diplomatic service, had been appointed by Presidential mandate in Peking yesterday to succeed Mr. Ivan Chen as head of the Bureau of Foreign Affairs in Shanghai. Mr. Yang held the position of Special Envoy for Foreign Affairs several years ago and is well known to all officials in Shanghai.

PRESIDENT NOT TO BLAME FOR ATTITUDE OF PEKING

Hands Are Tied By Military Strength Of Reactionaries, Is Belief In Capital

(*From Our Own Correspondent*)

Peking, March 5.—It is considered here that the criticism of the Government by Mr. Tang Shao-yi and the Shanghai press is hardly just to the Government. It overlooks the fact that the Government is a divided body, with the President and a few Cabinet ministers on the liberal side, and the rest of the Cabinet and a great mass of office-holders antagonistic to the President and to anything liberal but entirely in the hands of the militarists, if not in some sense in their service; and it is also considered to ignore the fact that the Southern delegation is not as strongly pacific as it might be, and is inclined to be somewhat inconsistent.

As to the difficult position in which the President and his liberal following are placed, it was pointed out in this correspondence on February 24 that the President is practically under the guns of the militarists. It was then stated that the militarists had twenty-five thousand troops in the neighborhood of Peking, in a position to overawe the President. There is very good reason for believing that there are now sixty thousand troops sitting down within easy call of the capital, and therefore the President cannot act as freely as he would like. There is one particular series of questions with respect to which he is specially hampered, not only by the circumstance of these troops but by the other two points which it is felt here are overlooked in the Shanghai criticisms. This series of questions is the whole military problem—disbandment, the National Defense Army, Shensi, the War Participation Bureau.

The President can do nothing unless he has the wholehearted support of the Conference. This it is said he has not got, on several vital points. The question of disbandment has been on the Conference agenda for some time, and more than once it has been brought up by the Northern delegates, but each time its discussion has been postponed and a decision avoided by the action of the Southern delegates, on one ground or another. It is said that this is due to the fact that the Southern delegation is composed of independent representatives of independent interests, and amongst these are direct representatives of the Southern militarists, who have come to an understanding with the Northern militarists on the subject of disbandment. A high Government official informed me today that if the Conference would tackle this question of disbandment, both

(Continued on Page 3)

ITALY MODERATES DEMANDS TO SUIT JUGO-SLAV STATE

Willing To Make Sacrifices To Keep Peace In Balkans

TO CALL NEUTRALS

Nations Not In War To Attend Peace Conference For First Time

NAVY UNSETTLED

No Agreement Yet On Sinking Or Dividing German Fleet

(American Press Wireless)

Paris, March 5.—The return of Mr. Lloyd George to Paris tomorrow means that the Supreme Peace Council will take up consideration of the military and naval terms of the preliminary peace treaty. The largest feature of the naval draft for the statesmen to decide is the recommendation of the British and American naval men that the German fleet be destroyed. Their argument is based on the fact that the vessels' poor conditions would necessitate G.$100,000 being spent on repairs. Furthermore, they take the view that whatever the disposition of the fleet, its distribution might give rise to jealousies among the nations.

Must Feed Central Europe

The Big Five today considered the question of feeding the Austrians and Jugo-Slavia. The situation in Austria is especially dreadful. Judging from advices received from official sources (three words missing) frontier, which is deemed a good augury for future harmony between Italy and Jugo-Slavia. In this connection Signor Orlando's speech in Rome is taken to indicate that Italy is willing to make a sacrifice on behalf of peace. In some quarters it is believed that the term "omission" in his speech may mean that Spalato and Ragusa, two splendid seaports, will be finally awarded to the Jugo-Slavs as their outlets to the Adriatic.

President Wilson's speeches in New York reached here this afternoon too late for complete reproduction in the evening papers.

American People Support League

The American Commission expresses the opinion that the fact that the great majority of the American people are behind him in his advocacy of the League of Nations and that their views are reflected in the press of the United States will strengthen his hand at the Peace Conference. There is apparently little worry in or about the Crillon Hotel over the announced Republican opposition's force being sufficient to prevent the ratification of the League. Our Mission believes that by the time President Wilson is ready to send the peace treaty, with the League feature incorporated, to the Senate three-fourths of the Senators will approve the terms.

To Call In Neutrals

Within a week or two the Supreme Council is expected to call in neutrals. This subject, it is understood, will be discussed today by Lord Robert Cecil and Colonel House.

One of the features of the Peace Conference thus far is the lack of interest taken in it by practically every one of the South American countries, with the exception only of Brazil and Uruguay. The others apparently take no interest in the entire proceedings.

President Wilson is due to arrive at Brest at one o'clock on the afternoon of March 13 and will arrive in Paris on the morning of the 14th. Mr. Lloyd George will take luncheon with Colonel House tomorrow. Afterwards the Committee of Ten, including M. Clemenceau, will take up the terms of the preliminary Peace Pact.

Reports Of Commission Will Be In Final Form

(Reuter's Agency War Service)

London, March 6.—An official communique from Paris announces:

The Supreme War Council met today and accepted the American proposal to ask the Commissions to present, with their reports, their conclusions in the form of articles for insertion in the peace preliminaries.

The Council then discussed the military, naval and air conditions to be imposed on the enemy.

STUDYING PROBLEM OF RELAXING BLOCKADE

Wilson's 'War Cabinet' Will Cooperate With The Experts Of The Allied Powers

By Richard V. Oulahan
(*New York Times*)

Paris, Jan. 22.—The object of the resumption of the sessions of President Wilson's "War Cabinet" here is to consider and dispose of pressing problems affecting America and Europe—particularly the industrial situation in this part of the world, where the resteration of normal conditions is of great urgency. The economic crisis of Germany and other enemy countries will come immediately before the War Cabinet.

To facilitate the handling of that problem another body has been formed in Paris, composed of experts from each of the Allied Powers, who will pass on questions requiring immediate attention. This committee will work in combination with the commission just formed by the commanding generals of the Allied forces in occupied German territory. The procedure will be that the commission for the occupied territory will make recommendations to the governing body of the Peace Conference, which, after obtaining the views of the Inter-Allied Committee experts, will pass judgment on them.

The report that General Smith, the American Administrator at Treves, has arranged with the Allies to permit the resumption of manufacturing in the territory occupied by United States troops, the products being sold wherever possible, but France having the first call on them for cash, is not understood by American officials here. It is explained that General Smith has no authority to make such arrangements without the direct approval of the Supreme Council of the Peace Conference, which, according to the statements of officials, has not had the proposal brought to its attention.

It is officially stated that the blockade against Germany has not been lifted except as to the importation of a limited quantity of food, and no permission has been given for German trading with the outside world, nor has any encouragement been afforded Germany for the resumption of industry.

Some American officials are opposed to lifting the blockade, and appearently sympathise with the refusal of the British and French to agree to the suggestion of the American Commission for letting Germany engage in commerce; but even they are of the opinion that it will be absolutely necessary to modify the blockade restrictions to a greater degree than was called for in the agreement reached recently at Treves for the use of the German unsurrendered merchantmen in return for food equal in value to their charter price.

These expected modifications are mostly in line with the decision to let Germany have food. For instance, it is explained, the German railways are in a deplorable state on account of the lack of lubricating oils, and, in order to facilitate the transport of Allied food supplies to the parts of Germany where they are most needed, it will be necessary to let Germany have such oils. Then, Germany is in crying need of clothing, and it is believed that the Allies will be obliged to let clothing supplies enter German territory.

Appeals are being made to the Peace Conference from several neutral countries for the abolition of the German trade blacklist. It is represented that it interferes with the resumption of world trade, and the arguments advanced appeal to some of those officially attached to the American delegation. But considerable opposition to granting these appeals is being shown. The main ground of opposition is that the abolition of the blacklist will release German credits in neutral countries, which are believed to be considerable, and give Germany so much advantage in business when she is permitted to engage in international commercial operations. These credits may play a part in the reparation Germany must make to the Allied nations and the devastated smaller countries.

While the Treves conference arranged that Germany should receive food equaling in value the services rendered by the German merchantships, it may be necessary to utilise these credits for the payment of the additional supplies needed by Germany, such as food, lubricating oils, and clothing. There is gold in Germany, also, and the opposition to lifting the blockade takes into account that this could be used to advantage by the German Goverament if the blockade restrictions were abolished.

DR. FEARN GIVES TALK AT HUCHOW MEETING

Tells Of Experiences With Chinese Labor Corps On West Front

China Press Correspondence

Huchow, March 7.—Capt. J. B. Fearn, M.D., of the British Expeditionary Force in France, spoke here this afternoon at the regular meeting of the Huchow Literary and Social Club, an association composed of the foreign community and representative citizens of Huchow.

Owing to the large number of invited guests, the meeting was held in the Methodist church. Probably never before in the history of this city had such a large and distinguished audience assembled to listen to a foreigner.

Capt. Fearn confined himself chiefly to a recital of the work and conditions of the Chinese Labor Corps in France. He also told many incidents of unusual interest connected with the great war. He was listened to with rapt attention and was most heartily applauded at the conclusion of his speech.

In the evening a dinner was given in Capt. Fearn's honor by the ladies of Tennessee Home to which all foreigners in Huchow were invited. The Huchow foreign community, with the exception of a French and a Scottish Roman Catholic priest, is entirely American and is intensely patriotic. As they listened to Capt. Fearn's account of the heroic deeds of the Allied armies, and of how well the "doughboys" had more than fulfilled the highest expectations of America, every heart swelled with pride. It was the earnest hope of everyone that the two great English speaking nations, which in this fearful war had come to know and understand each other as never before, might be joined in indissoluble bonds for the perpetuation of freedom and for the welfare of the whole world.

Hsu Not To Blame For Peking Evasion

(Continued from Page 1)

of the Northern and Southern armies and of the National Defense Army, the President would be glad of the opportunity of issuing a mandate on the subject in order to bring the Northern militarists out into the open. They must either obey the mandate, which would be a good thing for everybody; or they must disobey it, which would demonstrate to everybody what the real issue is.

As regards Shensi, which is a minor point, it is felt here that as both sides have accepted the appointment of an Investigation Commissioner nothing more can be done until the Investigating Commissioner's report is received.

If there is any ground for the fore-going contra-criticisms, which represent a view strongly expressed in an official quarter today, it is for the Southern delegation to take such action as would give the President absolutely wholehearted support on these points; and on the other hand if the contra-criticisms are unfounded some means should be found of removing misapprehension from the minds of the more liberal wing of the Government and letting the President know authoritatively that he has really the wholehearted support of the Conference.

Rickenbacker To Found Aero School

CAPTAIN EDWARD V. RICKENBACKER.

Captain Edward V. Rickenbacker, noted American "ace" and famous as an auto racing driver before entering the Aviation Service, and seven other American "aces" have been called back by the Government to found a flying school which will rank with West Point and Annapolis, according to a report from Washington. Other aviators mentioned in the report are Major William K. Thaw, Captain Sanford Biddle and Lieutenant Tobin, who have already returned home.

TROOPS GOING TO ANHUI

China Press Correspondence

Nanchang, March 4.—For the last two weeks troops, at the rate of a trainload a day, have been passing through Nanchang on their way to Kiukiang. The final destination of the soldiers is Anhui from which province they came more than a year ago. They have been stationed at Kanchou and other cities in the southern end of the province in order to ward off attacks from the south.

It seems that the withdrawal of the Anhui troops is one of the results of Governor Chen's visit to Peking about a month ago. With the removal of these men Kiangsi will once again become normal in a military way. The only disturbance thus far recorded is irregularity of mail due to congestion of traffic on the railroad. The Twelfth Division under Colonel Yao has been retained in Nanchang for the protection of the city.

Obituary

Mr. Marcel Coursier

Funeral services for Mr. Marcel Coursier, Manager of the French Tramways and Electric Company, who died at his home, 54 Route Doumer, last Thursday, were held yesterday afternoon in the presence of a large number of mourning friends, among whom were many prominent men and women of the two concessions.

The casket was borne by employes of the Tramway Company from the residence to Bubbling Well Cemetery and was followed by the entire personnel, European and Chinese, of the Company. At the Cemetery the remains were placed in the mausoleum pending their removal shortly to France. Sincere tribute to Mr. Coursier's abilities and manifold lovable qualities and expressions of sorrow in his loss were made in eulogistic addresses by Consul-General Wilden, by Mr. L. Laforest, chief engineer of the Tramway Company, and Mr. M. Darre, secretary.

A great wealth of flowers and floral pieces were sent by the following: The Administrative Council of the French Tramways, the French Tramways Co., European staff of the Tramways, Consul-General Wilden, the President of the French Municipal Council, the Council and individual members, French Chamber of Commerce, French Municipal Gardens, French Municipal Works Department, Shanghai Municipal Council, Shanghai Municipal Electricity Department, Staff of the Shanghai Tramways, Shanghai Mutual Telephone Co., Maritime Union, Engineering Society of China, Horticultural Society, Cercle Sportif Francais, Cercle Francais, Lieutenant Roy and soldiers and marines of the Koukaza camp, Credit Foncier, Banque Industrielle, Great Northern Telegraph Co., Assurance Franco-Asiatique, European and Chinese staffs of each of the various departments of the French Tramways, Mr. and Mrs. G. Ackermann, Mr. and Mrs. T. H. U. Aldridge, Mr. Louis Ardain, Mrs. Frances Ayscough, Mr. F. C. Banham, Mr. and Mrs. Herve-Bazin, Mr. and Mrs. Barraud, Miss de Berigny, Mr. O. Bersani, Mr. S. J. Betines, Mr. and Mrs. J. Beudin, Mr. and Mrs. H. Bourboulon, Mr. M. Brodbecker, Mr. and Mrs. H. Charrey, Mr. and Mrs. M. Chanudet, Mr. M. Conversy, Mr. and Mrs. M. Darre, Mr. and Mrs. Dufaure de la Prade, Mr. and Mrs. Abel Dubois, Mr. and Mrs. Du Pac de Marsoulies, Mr. L. Estubilier, Mr. and Mrs. A. Fabre, Mr. Rene Fano, Mr. Carton-Stone, Mr. C. Cayot, Mr. and Mrs. Jean Gillis, Mr. L. J. Granard, Mr. A. Hallam, Mr. and Mrs. Jenner Hogg, Mr. Charles Jasson, Mr. Ch. Jedlicka, Mr. G. Laferriere, Mr. Leon Laforest, Mr. and Mrs. Lucien Lion, Mr. and Mrs. G. Lion, Mr. J. Lo Pa-hong, Mr. and Mrs. P. Legendre, Mr. and Mrs. McBain and family and Mrs. Gaussen, Mr. D. McColl, Mrs. Ronald Macleod, Mr. and Mrs. Henri Mostini, Mr. and Mrs. Paturel, Mr. and Mrs. J. Quin, Mr. and Mrs. Ch. Rayner, Captain Ch. Schmitt, Mr. and Mrs. H. E. Shadgett, Mr. and Mrs. L. Straetmans, Mr. J. M. Thalamot, Dr. and Mrs. H. Thue, Mr. P. B. Tissot-Dupont, Mr. and Mrs. Paul Veroudart, Mr. Ling Ah-sing, Mr. Lau Chang-yin, Mr. Dou Ziang-meou, Mr. Wang Ah-keng, Mr. Zao Pao-seng, Messrs. Ching Chong and Co., Mr. T. C. Huang, Mr. Nicolas Tsu, Messrs. Tong Hing and Co., Messrs. W. Z. Zee and Sons.

Mrs. Harold Browett

Her many friends in Shanghai were saddened by the death yesterday, at her home, 15 Wong Ka Sha Gardens, of Mrs. Harold Browett.

Mrs. Browett was 78 years of age and was one of the oldest residents of the Settlement, having lived here for more than 50 years. Her friends throughout the Settlements were very numerous and her loss is mourned sincerely by all who knew her. Mrs. Browett is survived by her husband, a son and a daughter.

The funeral will take place at Bubbling Well Cemetery at 4 p.m. today.

Mr. P. F. Lavers

News has been received here of the death at Alverstoke, Hants, England, on February 22 of Mr. Percy Francis Lavers, senior member of the firm of Lavers and Clark, who was a very well known and popular resident of Shanghai for over 20 years.

Mr. Lavers was 57 years old. He was educated at Sutton Valence School and first came to China in 1881 to join the firm of Messrs. Ellis and Co. in Amoy and Formosa. When his uncle, Mr. E. H. Lavers, died in 1898 he came to Shanghai to take over the business of the firm of Lavers and Co., which afterward became Lavers and Clark. Mr. Lavers gave up active participation in the business and returned to England in 1915 and since that time had been doing war work at Chatham Dockyard and at Portsmouth. He was married in 1891 to Miss Edith Mary Hamilton, daughter of the late Mr. F. H. Bell and Mrs. E. Jenner Hogg. He served for three years on the Shanghai Municipal Council, was a member of the Light Horse and was identified actively in various branches of sports.

Today's Concert Program

At the Band performance in the Town Hall at 4:30 p.m. today the following program will be given:

1. Overture—Cleopatra ..... Emma
2. Trio for Piano, Violin and 'Cello, Beethoven
   (a) Allegro
   (b) Adagio Contabile
   (c) Scherse-Allegro Assai
   (d) Finale-Freste

The Moscow Trio

3. Dance of the Hours from the Opera La Gioconda ..Ponchielli
4. Symphonic Variations. Boellmann ('Cello Solo: Mr. G. Bakaleinikoff)
5. Norwegian Carnival .... Svendsen

A. de Kryger.
Conductor-in-Charge.

Tomorrow's Dance Music

The following program of Dance Music will be played by the Band at the Town Hall tomorrow afternoon for the sailors' dance, beginning at 4 o'clock:

1. One Step—My Uncle Sammy Gals ..... Kliokmann.
2. One Step—When We Meet in the Sweet Bye and Bye, Murphy.
3. Waltz—The Bluebird .....Kummer.
4. Fox Trot—We'll Build a Rainbow in the Sky ..... Whiting.
5. One Step—When We Went to Sunday School ...Vau Alstyne.
6. Fox Trot—Liberty of All ...Francis.
7. Waltz—Geraldine ..... Ledge.
8. Fox Trot—Peacock Strut...Martyn.
9. Waltz—In the Spotlight ...Nichols.
10. One Step—Keep 'em Going...Ivers.

A. de Kryger,
Conductor-in-Charge.

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Abraham Lincoln on PROPERTY and SAVING

Lincoln said:

"Property is the fruit of LABOR. That some men should be RICH, shows that others MAY BECOME rich, and hence is just encouragement to INDUSTRY and ENTERPRISE.

"Let not him who is HOUSELESS pull down the house of another—but, rather, LET HIM WORK DILIGENTLY and BUILD ONE FOR HIMSELF—thus by example assuring that HIS OWN shall be safe from violence when built.

"Teach ECONOMY! That is one of the FIRST and HIGHEST virtues! If begins with SAVING MONEY."

Get the SAVINGS BANK habit! It is a healthful sign in a young man to see him ATTENTIVE TO HIS JOB, living WITHIN HIS MEANS—and from time to time LAYING AWAY a little at interest!

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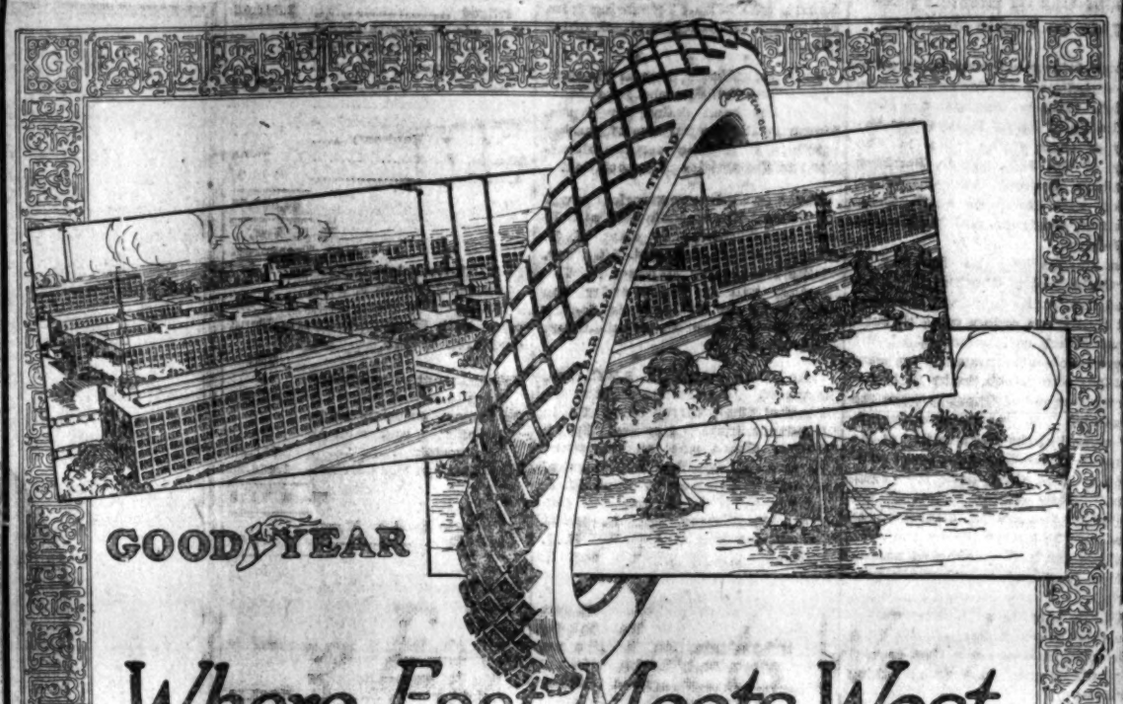

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GERMANS UNNERVED IN RAIDS ON ENGLAND

Met So Many Perils That It Was Finally Impossible To Find Men For The Work

TRAPPED IN SKY NETS

Meshes Suspended From Balloons One Of Greatest Dangers To Hostile Machines

Some interesting revelations as to the experiences of German airmen in their raids on England are given in The Daily Mail. It says that the story of these Gotha raids is the story of the 3rd German Bombing Squadron of about thirty machines, which were stationed at St. Denis Westrem, Gontrode, and Mariakerke, in Belgium.

An insight into the character of the Gotha crews—the best pilots refused the work—is gained from the fact that when orders came through for an attack on England two hours before the start runners were sent post-haste to search the brothels and drinking shops of Ghent to warn the personnel. It was common enough for several of the pilots to find at the moment of starting a "defect" sufficient to send them back to their beer. They seldom adjusted the machines themselves, although one pilot says he fitted no fewer than five new engines in the starboard nacelle before he found one to work properly.

Of the machines which started one-fourth never reached the English coast, and of those that crossed one-half turned back before reaching London.

London was always given as the objective, but the officer-observer could choose his own course and height—about 13,000 to 17,000 feet, which was always the best the machine could make. He communicated his orders to the pilot by means of a crude press-button electrical device.

With Ostend and the Belgian coast behind them, the crew were about halfway across the North Sea when thirty-five miles away, in the still moonlight, they could see the dim, white line of the Kentish cliffs. It was unmistakable, they said, this difference between sea and land even at night, and they had little difficulty in picking up the North Foreland, their favorite landfall when heading for the Thames.

It was then that the cold dread of their adventure came upon them and the rot set in. The stout hearts pushed on; the less inured at the first sound of gunfire released their bombs promiscuously and made for home. Until German headquarters refused to accept the report they stated the bombs "fell among hostile shipping."

The awful racket of the barrage of the outer London defenses unnerved many of the best. The huge machines rocked and lurched in the air storms raised by the bursting shells, and once clear the pilots had only a moment to brace themselves to face the greater danger of the night-fighting scouts.

Many a Gotha crew fought desperately and well, but others completely lost their heads. The back of the fuselage of one machine was riddled by its own gunner. Seeing flames spurting from the tail, the crew of another machine threw themselves overboard, while the scout slowly circled around the blazing mass as it fell to earth. Yet another machine dived from 10,000 feet to 3,000 feet when engaged by a scout whose machine-gun jammed when in a position to deal the death blow from beneath the Gotha's tail. This Hun, in his effort to escape, dropped nineteen bombs in a space of 200 yards.

But even so there was still another terror to be faced before the city was reached. As all London knows, there was suspended from balloons thousands of feet above a vast system of nets which would have cut the most powerful machine in two. The Huns never knew quite where these nets were and after every trip the danger was magnified.

Once in one of the later raids, when the giant (Riesen) Gothas were used, the left wing tip of one machine grazed the anchor rope of a balloon, spun half round, and dropped a sheer 600 feet before the pilot could recover. Another machine was being hotly chased over London by a scout when a balloon net loomed before it. The pilots strained madly at the controls, and quarry and pursuer just cleared the topmost strand in safety.

The tales the men told on their return led to one of the most striking orders ever issued in the German Air Force. During this raid (Whit Monday last) seven machines were brought down and three more crashed on landing. So great was the moral effect on the crews that the order for a further raid was countermanded.

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Kokura M. Mar. 11
For U.S. Canada and Europe:
Per C.P.O.S. s.s. E. of Japan Mar. 22
For Europe, etc:
Per P. & O. s.s. Dilwara...Mar. 10
For Vladivostok etc.,
Per R.V.F. s.s. Penza ....Mar. 14

MAILS DUE

From U.S. and Canada
Per P.M. s.s. Venezuela ....Mar. 14
Per C.M. s.s. Nanking ....Mar. 16
From France
Per M.M. s.s. Andre Lebon..Mar. 11

News Brevities

Mr. and Mrs. Barnes Moss, old residents of Shanghai, left on the Shinyo Maru yesterday for a short trip to the United States. A large number of friends were at the jetty to bid them good-bye.

* * *

Mrs. Arthur Rugh, who has been visiting friends in Manila, returned to Shanghai yesterday, being called home by the illness of her son, Robert, who is now recovering from pneumonia following an attack of influenza.

* * *

An extraordinary general meeting of the Shanghai Sharebrokers' Association has been called for 4 p.m. March 17 for the purpose of passing resolutions making certain alterations in the articles of association.

* * *

Talks on their war experiences will be given at the Masonic Hall at 5:30 p.m. next Thursday by Capt. J. B. Fearn, R.A.M.C., and Capt. J. Gurney, of the 8th London Regiment. The meeting will be held under the auspices of the St. George's Society and will be open to members and their friends.

* * *

The First Reserve Co., S.V.C., held its annual dinner Friday night at the Shanghai Club, there being 52 in attendance, including several British officers. There was an interesting program of speeches and musical numbers were given by Capt. W. J. N. Dyer, Capt. G. A. Johnson, Col. Sergt. W. J. Grey, Cpl. E. B. C. Hornell, and Ptes. C. J. G. Hill, N. G. Maitland, W. M. Stewart and L. Ruchwaldy.

* * *

Mr. W. Dutton, of Messrs. William Dutton and Co., left Shanghai for England yesterday on the Kumano Maru, accompanied by his wife and daughter. It is understood that Mr. Dutton is proceeding to London to take up an important position with a big China firm in Shanghai.

* * *

Mr. James E. Stewart, son of Mr. James Stewart of Tientsin, who left for service in 1914 has attained a Lieutenant-Colonelcy in the Royal Engineers and has been awarded the Military Cross, according to word received.

* * *

The first supplement to "Who's Who of American Returned Students," published by the Tsinghua College, and containing the records of 150 returned students, is now offered for sale at sixty cents Mex. per copy, including postage.

* * *

The Quest Society will meet at 5:30 p.m. tomorrow at the Carlton Cafe when Dr. H. Chatley will deliver a lecture on "The Habitability of the Planets." The meeting is open to the public and the interesting subject to be discussed should attract a large attendance.

* * *

The annual general meeting of the Oriental Cotton Spinning and Weaving Co., Ltd., will be held Tuesday at 4:15 p.m. at the Yangtsze Insurance Building.

* * *

The annual general meeting of the Shanghai and Hongkew Wharf Co., Ltd., will be held at the offices of the general agents, Messrs. Jardine, Matheson & Co., Ltd., at 11:30 a.m. Tuesday.

* * *

The Rev. Herbert Welch, Bishop of the Methodist Mission for Japan and Korea, will speak before the Sunday Service League at Martyrs' Memorial Hall, 120 Szechuen Road, at 5 p.m. today. There will be a program of special music.

* * *

"Ball-bearings" will be the topic of a paper to be read before the Engineering Society of China Tuesday afternoon by Mr. H. J. Moysey.

* * *

Handsome lithographed Chinese calendars, depicting the Shanghai North Station, have been received from the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Railways.

* * *

Mr. and Mrs. Thomas W. Simmons arrived in Shanghai yesterday from Hongkong on the Shinyo Maru.

* * *

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames M. L. Cross, H. C. Davis, Wykeham Myers, Mackinnon, Crabbe (Pagoda Anchorage), D. S. Barclay, J. B. Sawyer, B. A. Somekh, G. Willoughby Atkins, Dr. N. H. Bolton, Capt. E. I. M. Barrett, Rev. C. F. Viking, Messrs. Butterfield and Swire, N. E. B. Ezra, T. E. Poignand, Jas. Harrop, E. B. Blair, H. P. Wilkinson, A. P. C. Newburgh, S. M. S. Gubbay, P. Lessner, R. H. R. Wade, A. E. C. Hindson, J. F. Jones, Geo. S. Aveyard, "J. M. S.", "E. L. F.", and "Anon".

Siberian Comforts Fund

The Hon. Treasurer begs to acknowledge with thanks receipt of the following contributions to the above fund:

	Tls.
Amount previously acknowledged	1,920.79
	Tls. 1,920.79

	$
Amount previously acknowledged	2,644.85
Proceeds of entertainment given by Pamela, Barbara, Tommy, Billy and Nancy	18.00
Mrs. H. E. Morris	75.00
Mrs. J. B. Bailey's Bandage Workers (Hankow)	49.50
Mrs. R. Moores	20.00
A. M. S.	100.00
	$2,907.35

H. H. Fox,
Hon. Treasurer.

H. B. M. Consulate General,
Shanghai, March 8, 1919.

Statement of Hon. Treasurer's Account with Siberian Comforts Fund on March 8, 1919.

	Tls.
Total amount of contributions to March 8, 1919...	3,702.92
Christmas entertainments for officers and men at Vladivostok	925.93
Miscellaneous "Comforts"	1,606.20
	Tls. 2,532.13
Balance in hand on March 8, 1919	Tls. 1,170.79

	$
Total amount of contributions to March 8, 1919...	17,074.67
Transferred to B.W.W.A. Jan. 15, 1919	4,000.00
2,000 winter suits for Siberian Refugees—including freight, etc.	5,725.50
Christmas entertainments for officers and men at Vladivostok	1,891.89
Maintenance and extension of Suffok Rooms at Vladivostok	3,057.04
Miscellaneous "Comforts"	834.04
	$15,508.47
Balance in hand on March 8, 1919	$ 1,566.20

H. H. Fox,
Hon. Treasurer.

Correspondence

New Engineering And Shipbuilding Works, Ltd.

Editor, THE CHINA PRESS

Sir.—I have been a shareholder since the inception of this Company and today received the directors' annual report and wish to express through the medium of your paper my dissatisfaction at the manner in which they have appropriated the year's profits.

From the account one sees they have made a profit of Tls. 570,000.00 out of which they are only paying to the shareholders Tls. 149,000.00 and appropriating to different reserve and depreciation funds Tls. 378,000.00.

According to their assets, they appear to have acquired during the year additional land which has cost them Tls. 385,000.00. It seems to me that there is something which requires explanation, as there is no reason why land purchased should not be placed against capital account instead of being paid for out of revenue. When the directors purchased this land, they must have gone thoroughly into the question and been convinced that the capital invested would show handsome returns, so it is most unreasonable for them to ask last year's shareholders to bear the burden of this addition. If they still have confidence in their ability to show good returns, then they could recommend to pay a larger cash bonus and to ask the shareholders to take up a part of the shares which the company has still unissued, and I am sure they will find the majority of shareholders would show the confidence they have in the board of directors by doing so. One hears so many rumors of directors of companies taking advantage of their position by dealing in shares that one feels when such an excellent year's working is shown and so small a dividend paid that there is a certain amount of truth in such rumors. Has it not been the custom in the past for all the directors to sign the balance sheet? I notice this balance is not signed by one of the directors, namely, Mr. A. W. Burkill. This perhaps goes to show that the board was not unanimous over the appropriation.

Cannot something be done by the shareholders that will force the hands of the directors to make them reconsider their appropriation of profits so that the present shareholders will get more benefit out of last year's working?

Thanking you for your space and enclosing, herewith, my card, I remain, yours faithfully,

A SHAREHOLDER.

Shanghai, March 8, 1919.

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WALK-OVER SHOE STORE
"THE STORE AHEAD"
24 NANKING ROAD

TELLS HOW WAKIVA SANK GIANT U-BOAT

Men On Harkness Yacht, Converted Into Warship, Won Honors And Saved Convoy

ONE OF THE WAR'S DUELS

Great Submarine's Conning Tower And Periscope Both Hit By Wakiva's Shells

New York, January 27.—The United States ship Wakiva, which was formerly the yacht of Harry S. Harkness, who died on Thursday, sank a giant submarine of the U-131 class after one of the most desperate naval duels of the war, near Belle Isle, France, on November 28, 1917.

The Wakiva, a boat of 1,600 tons displacement and one of the most formidable of all the yachts which were transformed into U-boat harriers, was commanded by Lieut. Commander Guy E. Davis, who with most of the officers and several of the enlisted men was promoted and cited for bravery in battle by Admiral Sims on December 14, 1917. The following authentic account of the action has been obtained by The New York Times:

On the morning of November 28, 1917, the Wakiva, accompanied by two other yachts, was escorting two large transports, the Kölm and Medina, from the harbor of St. Nazaire. These vessels being loaded with sick men, the purpose of the escort was to get them safely through the dangerous submarine zone. The greatest of care was taken in choosing the routes for the convoy and extreme secrecy was maintained in leaving port. But the German Secret Service at St. Nazaire was very sharp, and two large German cruising submarine, then off the coast of Brittany, were notified from Berlin to watch for these two ships. The submarines lay in wait and nearly attained their object.

About 5 p.m. the shores of Quiberon and Belle Isle, the home of Sarah Bernhardt, had faded away and the crews of the escorting ships had just began to think the danger of a submarine attack was past, when the leader of the escort fired a red star, gave the submarine danger signal, and then headed full speed for a periscope that had been sighted.

The Wakiva, followed by the other yacht, at once began one of the intricate but highly efficient combing maneuvers to make the submarine break the surface by dropping a cordon of depth bombs. After a half hour of this without success the trip toward New York was again resumed.

At 6 p.m. the same submarine was again sighted off the starboard quarter of the convoy. The escort again headed for it, while the Kolm and Medina increased their speed and took up a new zigzag to confuse the submarine. The Wakiva was furthest from the submarine, but forced draft was started, she turned full speed to head off the submarine, and the depth bombs were prepared for launching.

Hardly had the Wakiva turned when a sharp-eyed lookout in the bow saw another German submarine, running awash at high speed and heading for the Medina. The bow guns of the Wakiva instantly opened fire on this conning tower and the vessel was headed toward it at high speed. At the first shot from the Wakiva the submarine commander saw his danger and submerged quickly, but before he could get under water his conning tower had been pierced twice by an explosive shell from the gunners on the Wakiva, who had been practicing for months for just such an opportunity.

As soon as the submarine was at the periscope depth, it darted toward the Wakiva. The other two yacht were taking the two transports at full speed away from the scene of the fight, it being hoped that the Wakiva would be able to detain the submarine long enough to permit the transports to escape even though the Wakiva might be sacrificed in the attempt.

The commanding officer of the Wakiva in the early stages of the action was blown across the bridge by the blast from an after gun, but he kept command and sought to trap the submarine within range of his depth bombs without exposing his ship to destruction by torpedo.

Seven complete circles were made by the submarine and the cruiser before one of the gunners on the No. 4 three-inch gun landed a lucky shot on the periscope smashing it completely. This loss of eyesight by the submarine and the leaks made by the holes in the conning tower caused the German commander to lose control of his craft.

A command to Quartermaster Epstein at the wheel sent the Wakiva racing for the spot where the submarine had submerged. The commanding officer gave a blast on the huge siren, the signal to release the depth charges, and as the Wakiva hurried away from the spot three depth bombs detonated with terrible effect, raising a geyser of water 100 feet high. The concussion from this explosion flung the bombing crew of the Wakiva to the deck. Until the spray and gas had cleared away it was believed by the officers on the bridge of the Wakiva that her stern had been blown off, but the boat was safe and the submarine, evidently leaking badly, was blowing all tanks and endeavoring to come to the surface. The Wakiva turned to continue the battle as the crew of the submersible came on deck apparently to man their six-inch guns, which were larger than the guns on the Wakiva.

The commanding officer of the Wakiva saw that to win the battle he must get to close quarters before the enemy could get these big guns into action, so he chose to ram and ran at full speed toward the submersible, furnace flames pouring from the funnels of the Wakiva. The commander of the German submarine could not maneuver his vessel to escape the plan of the Wakiva, and seeing that he was doomed, gave the order to abandon ship and leaped into the water. The submarine sunk slowly, but upon the arrival of the Wakiva it was so far under water that the Wakiva passed directly over her. On passing over the submarine three more depth bombs were dropped upon her. The water was literally covered with oil and debris from the submarine as she went down bow foremost and many of her crew were drowned.

When the ship was rocked by the explosion of the first depth bombs and everyone in the fireroom and the engine room thought that the Wakiva had been hit by a torpedo, one of the firemen stuck his head through the door and asked Machinist's Mate Bagley of Endicott, N. Y., who was standing at the throttle of the starboard engine, stripped to the waist: "Has the ship been hit? Hadn't we better get on deck?"

To this Bagley replied: "Never mind, when the Captain wants us to come on deck he will let us know; get back to your fires."

A matter-of-fact report of this action was made by the commanding officer, concluding with the statement that "the crew acted as a unit and ably upheld the traditions of the United States Navy."

Vice Admiral Wilson, who received the report, called for a detailed account of the action, which resulted in the promotion and citation for bravery of the following:

Commander Guy E. Davis, Lieutenant Commander Earle Farwell, R. F., a New York lawyer; Lieutenant Blackstone, R. F., a former member of the Lighthouse Service; Lieutenant Huntington English, R. F., the Yale athlete and brother-in-law of Walter Camp; Ensign Raible of Cleveland, Ohio; John Holcomb, Chief Commissary Steward, nephew of the War Governor of Connecticut; Ensign Lorens Coes, son of the founder of the Coes Wrench Works at Worcester, Mass.; J. R. Wilson, seaman, nephew of Vice-Admiral Wilson; Frank Epstein, Chief Quartermaster, of Brooklyn; O. P. Cooper, gunner's mate, first class, of Rochester; J. J. Fletcher, gunner's mate, second class, of New York; E. F. Keaveney, gunner's mate, second class, of Boston.

Prince Of Wales 'Dear,' Says American Girl

MISS MILICENT MARTIN.

Miss Millicent Martin, of Chicago, an American telephone operator in Coblenz, who was the first Yanke girl to dance with the Prince of Wales at a recent dance given at the Officers' Club in Coblenz. Miss Martin is a graduate of Roanoke College in Virginia. She is assistant to the chief of the exchange of the American Army of Occupation in Coblenz. "The Prince is a dear!" exclaimed Miss Martin after the dance. "He is a democratic youngster—democratic and no airs, and just a likable, everyday chap. Most of the girls got a 'crush' on him right away."

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The United States Court For China

In re Estate
of Cause No. 736
Alberta C. K. Fitch,
Deceased.
Yao Sui Dong,
Plaintiff, Cause No. 740
vs. ORDER
Filed, March 8, 1919.
American Food Mfg. Co., Ltd.,
Defendant.

SYLLABUS

1. Courts. Jurisdiction of American Consular Courts in China has always been concurrent only formerly with that of the minister and now with that of this Court.
2. Shanghai Consular Court. Under the Act of Congress of March 2, 1909, the only functionary authorised to preside over the Consular Court for the district of Shanghai is one holding the office of "vice-consul-general."
3. Transfer. By the abolition of said office in the Act of Congress of Feb. 5, 1915, the jurisdiction of said Court lapsed and merged with that of this Court.

Robert T. Bryan, Jr., and Rodger and Haskell, by Mr. Haskell, for the demurrants.

Dr. H. C. Mei, for the petitioner in Cause No. 736.

Jernigan, Feesenden and Rose, by Mr. Rose, for the petitioner in Cause No. 740.

The petitions here assailed by demurrer invoke the jurisdiction of this Court in causes each involving in China less than $500 U. S. currency. As both demurrers present substantially the same question they have been considered together though argued separately. They go to the root of the jurisdiction of American Courts in China and call for a review of legislation relating thereto.

We cannot agree with counsel for one of the demurrants that the consular courts were never really vested with probate jurisdiction. It must be remembered that our original treaty of 1844 with China reserved to the "authorities" of our own government

"All questions in regard to rights, whether of property or person, arising between citizens of the United States in China."

Then the Act of Congress of Aug. 11, 1848 provided

"That in regard to civil rights, whether of property or person, the said functionaries are hereby vested with all the judicial authority necessary to execute the provisions of said treaty."

This was repeated in the Act of June 22, 1860, and its language clearly seems ample to include probate along with other jurisdiction. The fact that a much earlier statute gave the consuls certain administrative powers over estates of deceased Americans in no way affected this later grant as to extraterritorial countries, the consuls in the latter may have been content to exercise merely those powers.

But who *were* the "authorities" and "functionaries" referred to in the above excerpts? The first section of the act of 1848 answers this by investing "the commissioner and the consuls . . . with the judicial authority herein described." This phraseology again is repeated in the act of 1880 except that the commissioner had by that time been superseded by the minister and it is he "and the consuls" who were then vested "with all the judicial authority necessary to execute the provisions of such treaties." In other words minister and consul were given concurrent *original* jurisdiction in every case though by later provisions the minister was also given appellate jurisdiction in causes, criminal and civil, above a certain grade. This act of 1880 was later, with slightly changed verbiage, not affecting the question here presented, carried into the Revised Statutes and embodied the law as it stood when the act was passed establishing this court.

That act confers upon this court "*exclusive jurisdiction* in all cases and judicial proceedings whereof jurisdiction may now be exercised by United States consuls and ministers by law and by virtue of treaties between the United States and China, except in so far as the said jurisdiction is qualified by section two of this Act."

The latter provides:

"The consuls of the United States in the cities of China to which they are respectively accredited shall have the *same jurisdiction as they now possess* in civil cases where the sum or value of the property involved in the controversy does not exceed five hundred dollars United States money and in criminal cases where the punishment for the offense charged can not exceed by law one hundred dollars fine or sixty days' imprisonment, or both, and shall have power to arrest, examine, and discharge accused persons or commit them to the said court."

Now the jurisdiction which they then "possessed" was, as has been shown, concurrent with that of the minister. The consuls never did "possess" *exclusive* jurisdiction; consequently there was none such to retain. Their jurisdiction having always been concurrent, it so continued; and just as it had previously been concurrent with that of the minister, so now, under the act of 1906, it became concurrent, within the specified limits, with that of this court.

Nor was this arrangement merely accidental. For it is well known that this court was established along the lines of H. B. M. Supreme Court for China (with which the author of the organic Act, Congressman Denby, was familiar) and less than two years before the passage of said organic Act an "Order in Council" had been promulgated which contained the following provision

"The Supreme Court shall have in all matters, civil and criminal, an original jurisdiction, concurrent with the jurisdiction of the several Provincial (Consular) Courts, to be exercised subject and according to the provision of this Order."

It is not uncommon for American Courts of equity to study their model, the old English High Court of Chancery, in determining any doubtful point of jurisdiction and while we do not regard this question as doubtful the doctrine seems, nevertheless, pertinent.

But our researches disclose a deeper reason for upholding the jurisdiction of this court over these causes. For, both arose in the Consular district of Shanghai and the Consular Court for that district has a legislative history of its own quite different from that of the other American Consular Courts in China.

More than a decade ago Congress enacted

"The judicial authority and jurisdiction in civil and criminal cases now vested in and reserved to the consul-general of the United States at Shanghai, China, by the Act of June thirtieth, nineteen hundred and six, entitled 'An Act creating a United States Court for China and prescribing the jurisdiction thereof, shall, subsequent to June thirtieth, nineteen hundred and nine, be vested in and exercised by a *vice-consul-general* of the United States to be designated from time to time by the Secretary of State, and the *consul-general* at Shanghai shall thereafter be *relieved of his judicial functions.*"

It seems clear that after this enactment only "a vice-consul-general" could exercise the jurisdiction of the Consular Court for the district of Shanghai. But less than six years later Congress passed another act providing that

"The *offices* of *vice-consul-general*, deputy consul general and deputy consul *are abolished.*"

Here again British court legislation for China may have been the guide, for it provides that all

"jurisdiction, civil and criminal, including any jurisdiction by this Order conferred expressly on a Provincial Court, shall for and within the district of the Consulate of Shanghai be vested exclusively in the Supreme Court as its ordinary original jurisdiction."

But whatever the reason the conclusion seems irresistible that by abolishing the "office of vice-consul-general" Congress eliminated the only functionary who was then authorised to preside over the Consular Court for the district of Shanghai and that its jurisdiction thereby lapsed. And, since the jurisdiction of this court had previously been concurrent therewith and, in said consular district "exclusive" but for said court, its jurisdiction has necessarily merged in that of this court.

It will not do to say that there are other functionaries with duties corresponding to those of "a vice-consul-general." For the statute devolves the jurisdiction upon that officer expressly and it is elementary that jurisdictional provisions cannot be enlarged by intendment. As was said by Chief Justice Marshall in a case where it was sought by a liberal construction to give added powers to our highest tribunal:

"Courts which are created by written law, and whose jurisdiction is defined by written law, cannot transcend that jurisdiction."

In cause No. 736 it is alleged that there are certain "cash deposits . . . at Cleveland, Ohio, estimated at $800." and it is claimed that this sum should be added to the items of local assets (less than G.$500) to make the jurisdictional amount. But in view of the conclusions just announced it is unnecessary to determine that question here. For, regardless of the amount, this court has, and must exercise, jurisdiction in both causes.

The demurrers are accordingly overruled.

VALE!

Heinrich Kremla, of Austrian Consulate raid fame, most inveterate visitor at the Mixed Court, made what will most probably be his last appearance in that tribunal yesterday when he was charged before Assessor Blackburn and Magistrate Yui for again entering the Settlement without a permit. Kremla had escaped from the Nantao internment camp a week ago.

Detective Sergeant Schmidt gave evidence of arresting the fugitive in a house at 883 East Hanbury Road Friday afternoon, as reported yesterday, and asked that he be ordered detained at Hongkew Police station until time for him to go aboard ship for repatriation. The court made the order. Kremla requested that he be given opportunity to get his luggage together and was informed that the police would look after that item.

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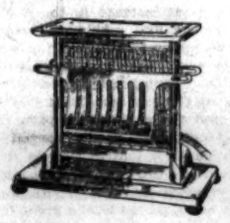

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NEW LICENSES FOR SOCIAL EVIL IN JAPAN

Plan To Put 40,000 Geisha And 45,000 Waitresses Under Police Control

Tokio, February 26.—According to Japanese papers the Home Office is bestowing renewed attention to the problem as to how to deal with social evil which the introduction of modern civilisation into the country seems to have aggravated instead of diminishing. There has been much discussion among the social reformers as to the advisability of the licensed quarter system as it is in vogue in Japan. It has been pointed out by the advocates of the system that it will have the advantage of confining evil into certain quarters access into which can only be had by those who seek it whereas in case of the abolition of the system evil will become widespread all over the city. It has also been argued by these people that although many large cities of Europe and America are full of street walkers Tokio and other Japanese cities have been free from this class of women thanks to the licensed system.

The opponents of the licensed system, on the other hand, hold that the establishment of licensed quarters will have no effect of keeping vice within those confines as may be seen from the great increase in the number of geisha and maids of certain classes of restaurants during the last decade or two. They also argue that the health of young men in such prefectures as Gumma and Chiba where the licensed system is not in vogue is better as evidenced in the conscript examination than that of men in the localities where the system is allowed.

It is reported that the health authorities are alarmed at the great increase of late years in the number of those who are suffering from venereal diseases and the Home Office, as a result of consultation of the health officials in all the prefectures, has decided to issue double licenses to certain classes of geisha and waitresses so that they might be subjected to the same examinations as the women of the licensed quarters. It is considered rather a delicate problem to draw a line of demarcation between the geisha who carry on the profession entirely by virtue of their accomplishments and others whose virtues are questionable. In case of the contemplated double license system being inaugurated, however, the police will be empowered to exercise their sense of discretion in distinguishing between the two classes of geisha. It is computed that of the 53,000 geishas throughout the country something like 80 percent will come under the new system together with 45,000 waitresses. The authorities expect that when this great army of young women is brought under the new arrangement it will prove materially beneficial to the moral and physical well-being of the community.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. Wallace.

Per C.N. s.s. Woosung from Hankow: Mr. A. Stewart.

Per T.K.K. s.s. Shinyo Maru from Hongkong: Mrs. B. M. Abbott, Mrs. T. N. Alexander, Mr. and Mrs. D. Doquier and 4 children, Misses R. Edkins, B. Joukavel, E. Pearson, Pun, Capt. F. C. Ferguson, Hon. and Lady E. Frank, Mr. and Mrs. F. Gonzales Driz and children, Mr. and Mrs. W. G. Jackson and son, Mr. and Mrs. H. Miller, Mr. and Mrs. H. Molden, Major C. M. Manners, Mr. and Mrs. Pun Show Di, Mr. and Mrs. J. Spunt, and children, Mr. and Mrs. C. W. Wrehton, Messrs. Au. Fung Chee, A. M. Baker, H. H. Benefield, R. P. Boyce, Chan Wai Wang, Chan Yin Kung, Cha Lan Shu, S. H. Claspill, Cheang Dai Hing, Chan Chew Moo, D. W. Chamberlain, J. Delbaurgo, J. H. Ellis, E. A. Herrear, H. D. Hatchinson, R. E. Hemphrey, Han Tat Chai, T. Hunter, S. L. O. Hay, Lo Lum Spin, Liu Dai Ching, C. D. Law, Lee Cheng Chuan, D. N. Morrison, R. MacGregor, C. R. Movre, A. McDonald, N. M. Melton, W. R. Macfarlane, Ng Fin, Ng Cin Gonz, W. A. Norris, W. C. A. Platt, E. A. Reid, W. Rothrock, J. W. Stackgouse, R. T. Scrdmore, E. L. Soggett, Sapp, W. H. Saul, R. Salisbury, F. Sward, J. K. Weed, Tien Chi Kam, C. W. Thomas, M. D. Tracy, M. D. Weighton and children, C. H. Wolfram, A. A. Yazdi; through passengers for Nagasaki: Mr. and Mrs. Y. Miyamoto, Messrs. Ho Sung Sang, Hi Yan Sang; for Kobe: Mrs. E. Meda, Mr. and Mrs. H. Yamanoi, Messrs. G. A. Adams, W. L. Ascherson, H. D. Kato, K. Kura, T. Kawashima, M. Matsumoto, Lam Char Chung, T. Okada, Van Der Star, A. L. Van Dabbin; for Yokohama: Miss Z. Apcar, Mrs. T. Sekiya, daughter and infant, Messrs. L. D. Adam, S. Noda, T. Sekiya; for San Francisco: Mrs. D. B. Anderson, Rev. M. R. Ahrens, Mrs. H. D. Ahrens and 2 children, Lt. L. B. Berham, Mr. and Mrs. E. A. Berham, Misses E. C. Brewer, E. Hogue, N. Law, E. L. Nelson, C. L. Nelson, M. Simmonds, Rev. H. D. Clarke, Mrs. E. Eyler and child, Mr. and Mrs. D. V. Ford, Rev. H. D. Grisworld, Mrs. H. W. Hiller, Mr. and Mrs. J. Munch, Mr. and Mrs. A. Noon, Mrs. E. Palmer, Capt. E. O. Paterson, Rev. and Mrs. C. E. Parker, and 2 daughters, Mr. and Mrs. T. W. Robinson and son, Mr. and Mrs. C. H. Riggs and 2 children, Rev. and Mrs. T. Robinson, Mr. and Mrs. T. Simmons, Mr. and Mrs. H. Sutten children and infant, Dr. J. S. Sounders, Capt. C. E. Smith, Mrs. D. Thebaut and son, Mr. and Mrs. A. J. H. Royer and daughter, Mr. and Mrs. R. J. Wilson, Messrs. W. A. Alexander, J. J. Bleeker, B. L. Baron, P. Clandio, L. E. Holdon, A. Hampson, G. O. Holbrorke, T. G. Lavor, P. B. Means, R. J. Mallinson, H. E. T. Palmer, P. Rongerie, D. S. Saqui, J. R. Sounders, J. H. Taggart, G. van Erp, H. E. Watson.

Passengers Departed

Per T.K.K. s.s. Shinyo Maru for Nagasaki: Mrs. C. Aikawa, Misses Y. Harada, S. Isobe, S. Ichiriu, K. Ichiriu, E. Koga, K. Koga, Idaka Katsu, A. Kitamura, K. and Y. Yamamoto, Mrs. Hellendoorn, Mrs. M. Ikonaga and child, Mrs. Koya, Col. and Matsui, Capt. W. B. Kent, Messrs. G. Arai, Chu Zuen-yung, C. Chao, Y. Hosatani, S. and K. Isomoto, T. Ichiriu, H. Inui, Ju Foo, Ju Shin, H. Koga, O. Kanemoto, Y. Kato, M. Kawai, J. Kanayawa, K. Kakanishi, K. Nagai, Y. Niwan Nagano, R. Nishimura, K. Okamoto, S. Ogawa, T. Saito, S. Shimidzu, K. Shikata, S. Tanaka, G. Tahsiro, Tseng Yeun Suen, M. Utamuniya, Woo Zun Yuen, Wakabayashi, S. Yoshida, K. Yamamoto, M. Yamasaki, T. Yamamoto, S. Saitsu, Mrs. Wilson Walker; for Kobe: Capt. F. M. Curtler, Mrs. Griffin and child, Maj. Patterson, Maj. K. P. Walker, Lieut. J. W. Mikovitch, Capt. N. G. Stanin, Mr. and Mrs. Noel B. Ramsey, Messrs. Bok, Hei Yen, F. Morioks, C. Meister, W. L. Tomkins, G. A. Reid, G. H. Rowman, Max O. K. Krull, Y. Ohta, K. Yamasaki, Mr. and Mrs. S. E. Hodges; for Yokohama: Dr. Mrs. and Miss Bergstrom, Mr. and Mrs. B. A. McGrath and 2 children, Mr. and Mrs. Hashidzuma and child, Mrs. Hashidzuma and child, Mr. and Mrs. P. F. Poorbaugh, Messrs. Berg, J. Curlander, Geo. Hyde, E. H. Jones, J. Jardine, Lim Kwei Neung, R. Manaseh, G. G. Paustrings, Y. C. Wang; for San Francisco: Rev. and Mrs. W. E. Bailey and child, Miss V. C. Carpenter, Mr. and Mrs. G. Froodman-Clusel, Mr. and Mrs. F. L. Gardner, Mr. and Mrs. A. G. Lammings, Mrs. Ch. Maybon, Mr. and Mrs. Barnes Moss, Gen. Tsing Tse Ping, Messrs. E. A. Cook, E. T. Evans, T. Daniel Frawley, G. Mayson, F. W. Kuo, Julius Rosenfeld, J. A. Turner, L. K. Tao, S. T. Wen Wang Gang Huo, Y. Yung, Wang Ching Wei.

Per N.Y.K. s.s. Kumano Maru for Japan: Mrs. S. Sasaki, Miss M. de Fallet, Mr. and Mrs. Kenako and child, Mr. and Mrs. E. E. Lever and infant, Mr. and Mrs. Eto and 2 children, Misses Smith, Robey, E. L. Goodall, Mrs. E. F. Foorster and sons, Mr. and Mrs. W. Dutton and child, Mrs. Hagaka, Mrs. Ohi, Mr. and Mrs. J. A. McGee, Messrs. Endo, J. Tanaka, Kasuya, K. Miyashita, Carlyle E. T. Forester, Kitada, Wang, Oliveira, Tseng, Koshimoto, Li Simen.

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HOW IRISH PARLIAMENT PROCLAIMED THE IRISH REPUBLIC AT DUBLIN

Declaration Of Independence Read To First Sinn Fein Assembly

MEETING AT MANSION HOUSE

Evacuation Of Ireland By The Garrison Of British Troops Is Demanded

Dublin, January 21.—(Associated Press). The Sinn Fein Assembly met at the Mansion House this afternoon.

The Assembly stood while a Declaration of Independence was read announcing the establishment of an Irish republic and demanding the evacuation of Ireland by the British garrison.

The first business was the election of a chairman, after which prayers were said by the Rev. Father O'Flanagan of Roscommon. The reading of the Declaration of Independence followed.

A crowd of perhaps a thousand, including many women and children, wearing green, white and yellow ribbons, pressed around the door of the Mansion House, watching the delegates enter. Only two policemen were visible, but the Sinn Fein had its own police—youths wearing white arm bands—to keep order.

Another crowd of different type was on hand—repatriated war prisoners of the Dublin Fusiliers. They had been entertained at lunch in the Mansion House, and their friends and the public generally were waiting outside to cheer them.

This combination furnished the possibilities of a clash. But none occurred.

The rotunda of the Mansion House, where the congress met, is a dingy old place, lighted by stained glass windows overhead. The platform and half the floor were fitted with tables for officers and delegates. The remainder of the floor and the circular gallery were reserved for the public, admission being by ticket.

Probably no country except Ireland could present an episode as remarkable as the assembly of the "Dail Eireann," which is Irish Gaelic for "Irish Parliament." Perhaps no writer except an Irishman like George Bernard Shaw could do justice to the paradoxical nature of the proceedings.

About half the Sinn Feiners elected to membership in the British Parliament participated, the other half being in various English prisons, charged with sedition, or merely held on suspicion under the spacious and elastic provisions of the Defense of the Realm Act. The Sinn Feiners met under the shadow of Dublin Castle, where presides Field Marshal Viscount French, the First Viceroy in many years to give Ireland a purely military government. They met with his full knowledge and tacit consent to take measures which are purely seditious and in direct violation of explicit law.

This is one daradox. Another is that these Sinn Feiners, elected by about half of the voters in Ireland on a platform of independence from the British Empire, were chosen member of the British to recognise that body and to call themselves members of the British Parliament. They occupy Mansion House by the permission of the Lord Mayor of Dublin, who himself is a Home Ruler, but not so much of a separatist that he does not expect to accept what most of his predecessors have accepted—a knighthood from the British Government.

In the shabby Sinn Fein headquarters, situated in a decayed old house which was at one time one of Dublin's finest mansions, courteous young women secretaries gave cards of admission to today's meeting quite impartially to friend and foe; to supporters of the Sinn Fein and to correspondents of English newspapers which hold the Sinn Fein and all its works anathema. Cardinal Newman had his residence in this house during his unhappy incumbency of his high ecclesiastical post in Dublin, concerning which he was reported to have said afterward that his days in Dublin should be subtracted from his term in purgatory.

Today's program in "Independence Hall" differed in one respect from the solemnities of 1776 at Philadelphia. They were carried out in the Irish language, which is virtually a dead tongue, so dead that the Sinn Feiners have been obliged to rehearse their parts and were compelled to lapse occasionally into boycotted English terms because they could not find Irish words to fit modern parliamentary procedure.

Ireland is a country of the unexpected but no one predicts any trouble or disorder. The Government has revoked the order, made last July, requiring official authorisation for public meetings and processions, which order had been suspended for some time. The revolutionary flag floats quite freely over the homes of Sinn Feiners in Dublin. Members of the party expect protection from the authorities of the nation whom they are defying. Once they would have looked to the United States for sympathy and help, but now they think they do not command American support.

They do not talk of, and apparently do not contemplate violence. Dublin had an unhappy and fruitless experience in the insurrection of 1916, an experience which cost rows of buildings on Sackville Street, once pointed to with pride as one of the finest avenues in Europe.

Peace Settlement Fukien's Only Hope

Failure Of Conference In Shanghai Will Mean Misery For Province

China Press Correspondence

Hinghwa, Fukien, Feb. 28.—For the past two months the contending forces have observed the armistice pending the outcome of the peace negotiations. Putien County is held by the Northern troops while Sienyu to the west is held by Southern forces. All depends upon the outcome of the peace conference in Shanghai as to whether the country here will again be thrown into confusion.

Sienyu territory is in a distressing plight. Besides the Southern troops there are thousands of bandits quartered upon the citizens. Within the past few months levies to the amount of four million dollars have been made upon the people and another assessment is announced. Business has practically come to a standstill for if a merchant is seen carrying on trade it will be inferred that he has money and a heavy assessment will be made upon him. Consequently shops are closed up. Those who have money have hidden it and do not dare try to purchase anything lest it be known they have cash.

Within a radius of nine miles of Hinghwa City the official has succeeded in destroying the poppy. Besides forcing the people to dig it up a heavy fine is laid upon them. Other communities hearing of this proceeded to dig up their poppy before the official arrived. However, beyond nine miles there is a considerable acreage and much has already been harvested. The official seems to be doing his best to destroy the poppy and had he been free to start earlier doubtless would have destroyed most of it.

In Sienyu County there has already been a huge harvest and the price of opium has become very cheap as a consequence. The magistrate there posted a clever proclamation to the effect that "anyone who plants opium will be severely punished." When the proclamation was posted the planting season was already past and they were in the midst of the harvest.

Occasionally a bandit is captured and beheaded. The soldiers invariably cut out the heart and liver of the victim, force some restaurant to cook them and each one eats a bit of it. This seems to be the set formula for cultivating the courage of the soldiers. By this method they are supposed to add the courage of their enemies to their own.

DANCING CRAZE IN ENGLAND

It Spreads To All Parts Of Country As Soldiers Return

London, January 3. (Correspondence of The Associated Press.)—The people of this country, who have for four years been either engaged on strenuous war work or worrying about the cost of living and whether their menfolk would come back to them, have developed what amounts to a "dancing craze."

Almost everywhere it is the same, in London, in the northern towns, the Midlands, in the south and west, dances have been arranged for the boys who come home, for the celebration of peace, the New Year, and other excuses available. Most of the large factories which have held regular weekly dances are now taking assembly halls or other public buildings. Teachers of dancing are undated with applications for instruction in the latest dances from America and elsewhere, and many of the halls throughout the country are engaged for weeks in advance.

In London pre-war dances are apparently banded in favor of the newer American and Canadian dances.

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CHINA PRESS Incorporated, Delaware, Publishers

DEATH

BROWETT: On 8th March, 1919, at No. 15 Wong-ka-shaw Gardens, Shanghai, Charlotte Ellen, wife of Harold Browett, in her 78th year. The funeral will take place at the Bubbling Well Cemetery today, the 9th March, 1919, at 4 p.m. All friends are invited to attend.
21538

CARD OF THANKS

Mrs. Charles John Stocker desires to express her appreciation of the kind sympathy and assistance rendered by the employes of Messrs. Anderssen, Meyer and Co., Ltd., in her recent sad bereavement. 21542

Today's Church Services

Holy Trinity Cathedral.—First Sunday in Lent. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 9:30 a.m., Children's Service. 10:30 a.m., Mattins; Parry in D.; Anthem, "Thou wilt keep him," Wesley; Hymns 85, 89, 91; Preacher: Rev. C. J. F. Symons, M.A. 6 p.m., Evensong; Parry in D.; Hymns 263, 92, 23. Preacher: The Dean. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Preacher: Rev. W. Robbins, M.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher: Rev. C. J. F. Symons, M.A.

Union Church.—Sunday, March 9. 11 a.m.; Preacher: Rev. C. E. Darwent, M.A.; Subject: "A method of God's working;" Chant 83; Anthem, "Teach me, O Lord," (Attwood); Hymns 201, 748, 331. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Solomon's times and hours;" Chant 56; Anthem, "The day is gently sinking," (Smart); Hymns 540, 296, 687.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. W. Hopykn Rees, D.D. Evening 6 p.m., by Mr. Arthur Moore.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Man." Sunday School 10 a.m. Wednesday Evensong Meeting, 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

American Song Service.—Palace Hotel at five o'clock. Address by Mr. Carleton Lacy, an educational worker in the Methodist Church.

Two Views Of What Germany Should Pay

Shall Allies Attempt To Exact Full Reparation For Damages Done In War And Its Cost To Them?

"Germany and the nations associated with her having been brought to their knees, the question arises, "How much shall they pay?" Around the green baize the monetary reparation is being discussed. Meanwhile many widely divergent views are current of the sums which should be levied upon the Central Powers, for in the estimates there must be considered the share which Austria-Hungary, Turkey, and Bulgaria should pay. Two views of the problem are herewith presented. Charles Stewart Davison, Charman of the Board of Trustees of the American Defense Society, says in an interview that he would impose no limit. A more moderate position is held by Franz Sigel, a son of General Franz Sigel, who led the republican forces in Baden when Germany seventy years ago tried to fling the yoke of the Hohenzollern and later fought for the Federal side in the Civil War here.

By FRANZ SIGEL
President Of The Friends Of German Democracy.

GERMANY'S guilt is established and she awaits sentence. What shall be the terms imposed? There can be no compensation that will replace the loss of ten millions of lives, the maiming of twenty millions, the devastation of thousands of square miles of occupied territory in Belgium and France, and the lawlessness of a policy of frightfulness that offended the common decency of mankind. The dead cannot be recalled to life and the maimed cannot be made whôle.

He who can find no reason for the ultimate regeneration of Germany will says: Charge Germany with the whole cost of the war; she started it, let her pay the bill whatever the amount. If she goes under, well and good, she deserved no better fate.

But is this the course of wisdom from the point of view that sees facts as they are, looks into the future and tries to fathom what in the end will be best for America, best for the world? History has shown that neither Germany nor the Germans can be exterminated. Armenius slaughtered the legions of Varus and Napoleon was defeated at Leipsic. A nation of seventy millions cannot be wiped out. Poland has survived more than one partition and is to enter the ranks of nations again. The Armenians survive centuries of Turkish cruelty.

The statesmen who are guiding the world today see no gain in a policy of extermination. They are ready to treat even with a Bolshevist Russia in the hope of causing the rehabilitation of Russia. The very policy of the creation of a League of Nations that shall be a guarantee of lasting peace must be based on the principle of eliminating the causes of war.

The question, then, is not what Germany should pay, but what can she pay and survive for ultimate redemption?

The pre-war wealth of Germany of some eighty billions of dollars cannot be taken as a basis. Germany was then at the height of her commercial prosperity; she owned a merchant fleet second only to that of England, with whom she shared the carrying trade of the world; her industrial machinery was kept at a maximum of efficiency; she was able to produce rapidly and cheaply what the foreign market demanded. She constantly found new markets and drew on the wealth of her colonies in Africa and the Far East.

And today? Her foreign trade, the ships to carry it, are gone; for four year she has been cut off from supplies of needed raw materials like cotton, hides, and rubber; her industrial energy has been largely absorbed in the manufacture of mere makeshift substitutes; her industrial machinery has deteriorated because she lacked the supplies necessary for replacement and upkeep; she has lost her colonies and will lose Alsace and Lorraine with the iron mines of the Minette region; probably much of East Prussia with possibly the port of Danzig will be given the new Poland. Her losses in killed and permanently crippled are not less than a tenth of her man power. Add the economic loss incident to political upheaval during a period of radical political change—and it is clear that Germany's national wealth has shrunk much since 1914.

This is no cause for pity; a people must bear the suffering following wrongs committed by them in the name of their Government. The German Imperial Government became a criminal Government.

Then how is it possible for a nation whose resources are crippled to meet the imposition of an indemnity of $150,000,000,000—an amount more that double its total present national wealth—of course it is not possible.

But the Imperial German Government has been overthrown; it no longer exists. In its place the German people are at work establishing a representative Government responsible to the people, really democratic in principle and aims. The most hopeful augury for the future are the elections just held; these were no mere form but a real expression of the popular will. Both men and women voted; the minimum age was 20, not 21; it was estimated that thirty to forty millions were of voting age, and the returns of the actual vote indicate that fifteen to twenty million votes were cast—about as many as are cast in a Presidential election in this country.

The National Assembly at Weimar is representative, and acts under a mandate of the people. The forecasts of the Constitution that is to come out of its deliberations all indicate that it will result in a democratic German republic, resting on a sound and lasting Constitution.

With a united voice the nation has acclaimed the President's statement—an American statement—that "the world must be made safe for democracy." What better way is there of helping to make the world safe for democracy than by making a democracy of a country of seventy millions

Are we to deal with the new Germany of Federated Republics in the same spirit in which we would have dealt with an Imperial Germany of autocratic dynastic interests?

The people are the same, but the system they have adopted by a real vote is a system every American must seek to encourage. It is surely to the political and economic interest of America and the world at large to see a German republic established on a firm basis.

This is not from the standpoint of what is best for Germany, not at all. What is good for Germany is a mere incident of what is good for the new world of nations of the future.

Is not less money compensation from a stable German republic in the final analysis a better return for the world than more money from a German autocracy?

If any fact has been proved during the last four years it is the tremendous power of spiritual forces. In the end they have overpowered and overcome mere material forces.

(Continued on Page 12)

William Hohenzollern, Deserter By Maximilian Harden

German Writer Denounces Former Emperor, Tells Of Ballin's Vain Effort To Warn Him, Reveals Untold Facts About The German Collapse, And Repudiates Communism

Maximilian Harden denounces the Kaiser as a deserter and presents vividly many hitherto unpublished facts about the collapse of the German military monarchy in the Nov. 23 issue of his paper, Die Zukunft. The entire number is devoted to an article "Der Götterfunke," [The Spark of the Gods,] parts of which are translated herewith.

By Maximilian Harden

We had grown accustomed to the belief that a triumphal victory would surely crown our work. There was no psychological or spiritual solution in this war at any time: none that summoned Germans. And in the same second in which the hope of victory fell to pieces, all the force vanished, the will was withered, there leaped up in the minds of the responsible—the all too responsible—parties the terrified realisation: "It's all over. Everything is irrevocably lost!"

We had made the institutions of the monarchy, the military monarchy, which was only an instrument for a particular hour in human history—an end in and for itself. In order to preserve the monarchy, in order to preserve militarism, and to guard under all circumstances the glory of the army, everything seemed permitted; even a campaign against the moral forces, against the spiritual forces of the world, seemed justified and even sanctified. . . .

And when it was demonstrated that all force was still not powerful enough to prevent the turn of Fortune's wheel, then there remained not even the narrowest footpath for the persons of that desolate World of Power on which they could find their way or escape. They had tried to preserve the gentleman who stood (and who more frequently stirred in feverish movements) at the head of the empire, to preserve him intact in his artificial world, according to the old saying that had ruled the court here for three decades: "Do not tell the Kaiser anything disagreeable! His Majesty needs the sun!"

In Hamburg there lived a good man, who unfortunately now also has left us, Albert Ballin. A man friendly to and obligated to the Kaiser (perhaps the Kaiser was even more obligated to the merchant), a man of thoroughly capitalistic thought, which he neither concealed nor wished to conceal, but a man full of honest love of humanity and in his brightest hours a wise man. He was removed from the "sun" and the "need of the sun" ever since. In the very first months of the war (and I must admit I was his accomplice therein) he had tried to bring some clear facts before the eye of the Most High, the Ever-Joyous. Ballin at that time urged a dignified agreement with our foes.

A furious scene ensued. A lady's fan threatened the cheek of the shipping magnate; the only German who, upon his world field, had been victorious over England and who had, nevertheless, won and kept the confidence of the Britons, was suspected of being an Anglomaniac, was slandered and shoved away from the vicinity of the Follower of Will-o'-the-Wisps, who used with a smile to say to him: "You ascended to rule a year before I did."

He had ever and again tried to help the Kaiser and to serve the empire. In vain! But in August, 1918, those in the Ludendorff region, where his warning letters had long been left unanswered, addressed themselves to him with the plea to enlighten the All-Highest Lord about the realities of the situation, which that One, therefore, did not yet know, in August, after our armies had been overrun; when the hand of the clock pointed to 12.

True, there was then still a Chancellor, a Government, a Supreme War Administration. Nevertheless, it was found necessary to call upon "the shelved Water Jew," as he had been called since the beginning of the war, because no man in office wished to expose himself to the danger of ungracious treatment. In those days we sat together very long, and I tried to formulate the needs of the hour in my way. Then Ballin went to Wilhelmshöhe.

But he did not succeed in getting private speech with the Kaiser. The latter avoided the truth that might break through in a private conversation, and interposed in the interview his Chief of the Cabinet, von Berg, who was very skillful in his way, and who carefully saw to it that this conversation should not lead to any depths. Ballin traveled sadly home, and wrote to me: "You will consider me an ass or a bungler, because I did not reach the main point."

I had no doubt that he did all that was humanly possible, fearlessly but fruitlessly; but I recognised more clearly than ever the impossibility of our condition. We had a State and Empire, wherein, even in the last extremities, in the gravest crisis, it was impossible to say or to show to the gentleman whose signature was in the last analysis necessary in every decision, what the actual facts were. . . . No one dared to loosen the bandage from the eyes of the nation or of its leader. Those who were called in for the decision fell into the disgraceful position of those who knew themselves to be bankrupt and for that very reason were unwilling to draw up a balance account. . . .

There were among us two worlds, that had scarcely touched one another, the military and the civil worlds; and those were suddenly startled as by a thunderbolt. The militaristic world was startled out of the deepest darkness of the illusion of certain triumph into which it had been forced, an illusion bred of postal embargoes, false reports, and a propaganda of a ruthless, lying, but well-intended sort. How could army and navy suspect that the armistice was demanded by the Supreme Command of its own urgent need? To them it seemed a whimpering produced by bourgeoise-democratic "defeatist" weakness, the result of a despicable "Jew's fear"; and they decided to resist with all forces such a despicable ending of the fight. And from this will arose the plan to let the fleet sail out and attack, and if necessary be destroyed by the British. This would mean no peace for the time being, but they hoped it would set new fire to the war on the mainland.

But all this had to conceal itself in darkness as long as Power and Meanness each day in noble companionship throttled every impulse of truth. It is because day after day in the misery of those demoralising times now happily put behind us, lies were extorted from weaklings by the most repulsive methods, and truth stifled on the lips of all who protested—it is for that reason that we are where we are today.

No politician had a part in the mutiny of the fleet. The sailors and the fleet had been told that a "naval evolution" drill was intended. The first suspicions woke when they noticed that most of the older and married officers were furloughed for the time of the "evolutions." The bluejackets on the Markgraf and on the Baden first put their heads together and whispered, "What's up." From the pantries and the kitchens the stewards heard conversations through the portieres that must strengthen the suspicion "We are to attack, to go down!" Thereupon the decision was made: "We desire neither to act against the wish of the Government, which is for the first time a people's Government and desirous of procuring an armistice and peace, nor to permit our lives to be tossed away for a cause which cannot be saved in this way anyhow. We shall do all that is necessary for the defense of our coast, but make no attack which is not deemed necessary by the civil powers, but which, indeed, they consider dangerous and hurtful to their aim of peace."

The squadrons sailed to the mine zone, no further. One fire went out, then another; a ship left the line. They had to turn back. They sailed again, and again they had to return. The sailors seized power without any considerable resistance on the part of the officers. They sailed to the Hansa cities, from which the suddenly risen sparks of the revolution spread afar into the mainland, and the revolution took place more swiftly less bloodily, than was ever to have been expected. . . .

But in Berlin the system of madness and frivolity raged on undisturbed. No one was to speak a true word. Lies were rewarded with honorary decorations. The people were not permitted to hear anything, to know anything of what was taking place and coming to be. Confused rumors seeped through. Something's up in Kiel. Horrible things are a-doing in Bremen, Lubeck, Hamburg—plunder, mutiny, murder! In hundreds of press offices sat officers and lawyers wearing field-gray garb (it is true, for years attorneys of the law devoted themselves to the most disgraceful hangman's service in the cause of injustice) and they decided: "It cannot be printed! Verboten!"

Whoever writes the history of the war must make use of the "verboten" tags that rained each day in the newspaper offices; must first teach these men what was happening, and what therefore must not be printed. The lie stank to heaven; it stank above all the stench of blood. And unsuspecting Germans swore that to them was flowing the purest stream of unadulterated truth, and that their "official reports" were of bronze! . . .

A plan had been elaborated to the smallest detail as to how the rebelling capital could be subdued. There was no plan, alas, for the case if, as happens today, our poor, overpowered army had to be brought back home in haste. No preparations had been made for that; they had counted only on triumph and even in the Autumn of 1914 had reserved windows for witnessing the triumphal homecoming. But for fighting down the rebellious capital every detail had been carefully planned in advance. And whoever went through the streets on Nov. 8 felt the breath of this spirit stirring. Soldiers, machine-guns, automobiles loaded down with arms. "Tomorrow it's going to be red!"

That street fighting did not ensue is to the credit, the last credit, of Prince Max of Baden. Had he not, in the course of the evening, been brought to see the wisdom of compelling the resignation of Herr von Linsingen, the Supreme Commander in the Province, who, with almost pathetic simplicity, had tried to have the revolution "verboten" by means of placards, then the morning of German freedom would have risen out of streams of the purest blood of its citizens.

But red, as the police spies had foretold was that morning. . . .

There was a revolution; a German revolution, a very orderly one, a highly respectable revolution. It was the same nearly everywhere throughout the empire. Then you saw how rotten and crumbling were the walls, how thin had become the golden circlets; twenty dynasties and more were wafted away into dust as by a breath of wind. . . .

And, I must add the fact that one of them, the All, Highest, at once betook himself to a foreign land. Even the Supreme War Lord, before the conclusion of peace, chose the deserter's path. This fact must at last have opened the eyes of even those who still believed in that shimmering idol. I do not wish to provide either you or myself with the cheap pleasure to say those words about this man which will be said on some calmer day. But who frightened him away? No one in the people or army is guilty of the fact that a back-door exit was selected to Holland, and that by that fact itself every warrior and every official was relieved of his oath of fealty. No one threatened the lives or bodies of any of these princes; and I had expected that they would rather quickly choose an honest soldier death or sojourn further in our midst to try to make their gifts useful in some way to the nation. But that the First Federal Prince of yesterday, the King of Prussia, fled from the field to the frontier, even his most devoted officer and liegeman of yesterday will not forgive him that.

Now, all the secret plottings and writings must be brought to the light; must, not because the people's wrath wishes to rage its full measure, but because good sense and the highest policy demand that now, more powerfully than ever before, the nation must be shown how necessary and inevitable the overthrow of the military monarchy was. Hesitate no longer, ye who now rule, to publish the unambiguous proofs in the archives, to unmask the liars! Tear the veil from the shame that allowed this indignation to grow!

It is the sorrow of this hour that the sense of high exaltation, of fervent serious enthusiasm, has not yet been attained. . . . Be conscious in every hour, at each pulse beat, that the revolution was not a way out of the difficulty, not a subterfuge, not a necessary evil of self-defense; no, it was a gigantic step upward, into the heights, to Freedom, the joyous sanctification of all the national and international future. . . .

After all this, does one dare to count up the few unpleasant happenings that spot the day of our revolution? As far as can be humanly foreseen, they will not be the last. But an evil continuing down to the very depths can result only if, after the overthrow of the prison walls and the razing of the confining barriers, the revolutionising of the spirit fails to take place in the people, and if in a new form the evil returns from which the empire and people became sick unto death.

I have referred in passing to one root of our evils: the means had become an end unto itself. The army and the monarchy, which should have been a means to insure and exalt the forces of the soul, to guard and increase the national prosperity—these had become ends in themselves; existed imperiously as self-providers, raged and exhausted themselves. The enormous war also was not to be a means to an honorable peace; the nauseating industrial warfare was to appear fleckless, and with a coinage of lies it gathered a usurious splendor.

Now, the revolution must remain a means to the new order of things, and must not become an end unto itself. What is to be done in order to guard it against blind floundering in the swamp of vanities or wild mushroom growth into autocratic ambition. From a hundred bourgeoise choruses rings the answer: "We must support the new Government before the eyes of all!" . . .

I do not blame people for a true conversion of principle. But for those who yesterday distilled public opinion and bottled it; those who sat in press offices, circulated patrioteers' lies, exported truth abroad and thus emptied Truth's warehouse here at home; those who tried in prose and verse to befog us ever more densely, and who now try the same tricks and arts and curtesys in the service of something fundamentally different—for those I can find no respect. Where are the marquises, the sincere feudal lords of 1918, who would rather die than cast aside their opinions like a sweaty shirt? Everywhere roundabout there are only democrats, soon only republicans. I need mention no names. . . . Yesterday, bloody with will to victory in every trousers' pocket; today, Knight of the Spirit, uplifting "mutilated civilisation" to pure glory! Neighbor, quick, give me your smelling-bottle or I vomit!

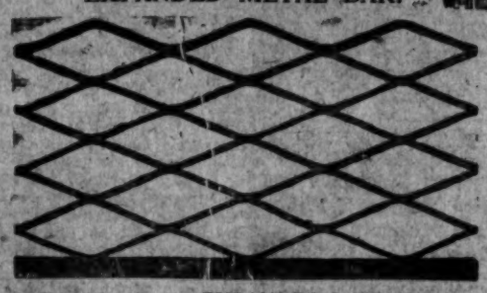
Germans, you shall not, as yesterday you did for Princes, Excellencies, bank Presidents, Ministerial directors, today fawn upon the favor of Workers' and Soldiers' Councils. You shall be decent fellows, letting your action be determined by your honest convictions, and devil a care whether you please any one or not. . . .

A democratic party raises its broad banner. I will not now examine whether behind it, indeed, in front of it, there are not also marching many who, after evil deeds, would have good reason to keep themselves in a dark

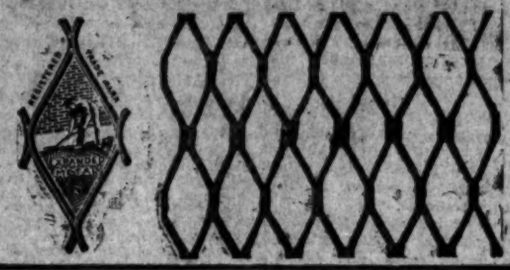
(Continued on Page 11)

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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ESTIMATES—FREE

OVER HERE!
By Callahan
WHEN THE QUARTER METER GROWS HUNGRY.
WHO'S GOT A QUARTER?
WITHOUT GAS MOM CAN'T SEE TO COOK THE SUPPER OR COOK IT.
AND YOUNG NUISANCE WON'T BE ABLE TO SEE VIOLA THE CAT.
WHAT AGAIN? GOSH! THAT METER NEEDS MORE QUARTERS THAN A DOG HAS FLEAS.
POP MUST NOW RAISE THE PRICE OF GAS.
I KNOW WE'LL BE OVERCOME WITH GAS ONE OF THESE DAYS.
CALAMITY JANE
SHE'S GASSING CALAMITY GAS ALL THE TIME.
I'VE GOT TWO DIMES AND A NICKEL.
"BLUBBER"
DON'T YOU LOVE HIM? WHAT GOOD IS TWO DIMES AND A NICKEL FOR A QUARTER METER?
IF HE EVER TAKES HIS BROWN DERBY OFF, A FLOCK OF SQUIRRELS WILL JUMP OUT.
IT TAKES A GOOD MANY QUARTERS TO METER MEET HER HAT BILLS
"HATTIE"
WILLIE'S GOIN' TO HIDE HIS BANK.
WHY DON'T YOU BURN AN OIL LAMP? IT'S CHEAPER.
HE'S TALKIN' HIMSELF OUT OF THAT QUARTER.
"HON" AND "DEARIE" ARE HOPING THERE ARE NO QUARTERS IN THE HOUSE
IF YOU DON'T FEED THE QUARTER METER QUARTERS, THE GAS COMPANY WILL REMOVE IT FROM YOUR QUARTERS WITHOUT SHOWING YOU ANY QUARTER.
DON'T BLOW OUT THE GAS, YOU MAY LOSE YOUR WIND.
"COMEDIAN"
YOU SHOULD BE DOING TWO BITS.
THEY OWE THE DARK.
HOW MANY FLICKERS IN A FLAME OF GAS?
FROM JAY ESS GREENPOINT
OL' JOHN DON'T

Musical Matters

By R. B. Hurry Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Speaking of opera choruses in this column last week a sentence was made to read: "Too often . . . . the words go by the board in merely local efforts to be effective . . ." This should have read "vocal efforts," of course.

* * *

A church musician can seldom employ his pen on behalf of that branch of music with which he is most intimately acquainted without becoming either controversial or didactic or both.

It so happens that there is an excellent chapter devoted to Church music in the Report of the Second Committee of inquiry instituted by the English Archbishops.

The Report says: "It appeared to the Committee that this is a matter upon which so much confusion prevails that it has seemed desirable to deal with it at some length in a separate section of the Report.

"Church music must be dealt with under two heads (1) There is music in which the part of the congregation is only to listen, and (2) there is music in which the congregation should be expected to take a vocal part. No treatment of the question of Church music will be of the slightest use unless it accepts this distinction as fundamental."

After dealing with the "expert" music in which the purpose is "to express in musical shape the ideas and aspirations of the words or parts of the service to which it is an illustration" (to which the congregation listens in silence) the report very wisely advises that the cathedral type of services and the cathedral ideal should not be attempted unless sufficient skill, time and money can be given to the production of the services so as to justify them artistically as well as religiously. It seems that in England the confusion at present existing is due to a hasty adoption even in the smallest parishes of the type of service in use at Cathedrals.

"Congregational music, in which the congregation takes an active part would, of course, be of quite a different type from that considered under the first head.

"But there is no reason why such music should not attain as high a standard in its own line as expert music. It cannot be denied that in the last fifty years, owing to a failure to draw a clear line between the two kinds of music, a condition of things has prevailed in congregational music which can only be decribed as chaotic. It has come about accidentally without any definite policy on the part of any body; and it has been possible, partly because there is a widespread disbelief in the existence of any real difference between good and bad music, and partly because bad music can so readily be loved not for what it is but for the associations it evokes. We are now acting, as it were, in a vicious circle. It is maintained that what happens to appeal to the feelings is the only test of what is good and bad in music. A certain type has no doubt acquired great predominance in the Church; and it is now argued that this type of music is so completely established that it is wrong to attempt to dislodge it."

The claim that the Church should use only familiar tunes is one way in which this second contention is expressed. But a very little reflection shows the feebleness of this contentions.

The prevailing type of music represented by the names of Barnby and Dykes is not more than fifty years old. It has come into existence within the life and memory of a large number of people of the present day. No doubt it is catching, and clearly this does not mean that it is all bad. But it is certainly true that one strong reason for the familiarity of the tunes thus described is that they have crowded out splendid tunes of healthier type. What is happening now is that the number of well known tunes and the range of musical knowledge of congregations are rapidly contracting. There are a few representatives of an earlier period still going; but it boomes increasingly difficult to find hymn-tunes which an average congregation will know. There are various ways in which this lack of appreciation can be met. Experience in the army during the war has shown that there is no difficulty in getting large bodies of men to learn new tunes, and to sing them with a new heartiness which would go far to cure the apathy of the Church at home. Congregational practices of the half-hearted type might well give way to "hymn sing-songs" of the army type.

"These might be, at first, very homely affairs, but by no process could wholesome taste more rapidly be developed. The Committee holds that it is quite feasible to train the intelligence and the taste of a congregation in such a way as to enlarge the range of their knowledge and to enable them to join intelligently in the congregational parts of the services. Congregational music has its own ideals, and may be, in its own way, as perfect as the more elaborate type of music spoken of above.

"But it will have no merit and little spiritual value, unless pains are taken about it, and some coherent policy adopted in regard to it. It is sometimes said (and there is truth in the statement) that people whose taste is uneducated get real spiritual gain out of poor music. This is true of all kinds of art. But it dos not supply a reason for refusing to aim higher."

The report suggests the formation of Church music committees to make the musical output a corporate and not an individual effort. It gives guiding principles as to status of choirmasters according as they are trained, untrained or "incurably amateur," with suggestions for a new diploma for study of Church music by organists. The disappearance of the choir orchestras in villages is regretted, and in many cases the male surpliced choir has not improved things. As a check upon hasty or ill-considered action, and as an incentive to make some change or perish I can imagine nothing better than this report.

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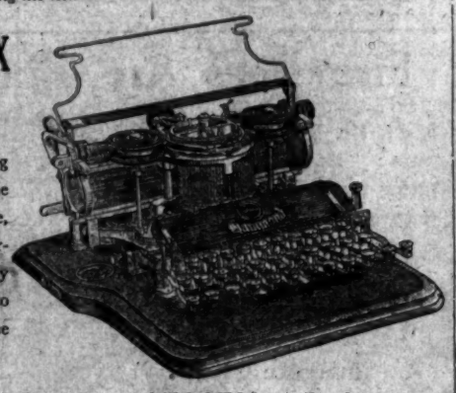

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(Continued from Page 10)

silence. The principles of the new party are highly praiseworthy and I wish it a speedy victory; but I wish sincerely also that it may not become a *refugium peccatorum* for detected sinners whose souls are lusting for new maidenhood. In that case the advertising tricks of a Barnum will not help permanently to cast splendor over it. . . .

Democracy? As much as you wish. A Republic? With delight. The smashing of all feudal powers? Settled. Crown and sceptor, Reichstag and House of Lords? Dust and ashes. Only, please, please do not reach out for our money! Be as impetuous as you please as democrats, but in socialisation be nice and tame. We see splendid decorations, pompous curtains of words; and then hear: "The root of the economic system shall remain untouched!" or words to that effect. But the root will not be "untouched." Assuredly not. Those who touch it will even grasp it right roughly. At least two generations will suffer under it. Shall we today sorrow for it with chattering teeth? I, too, have acquired my little money very laboriously, have never inherited anything or gathered it in without labor. It matters not; away with it, if from such sacrifice salvation springs for the poor.

Do you really believe that it would have been better if Wilhelm had marched victorious under the Brandenburg Gate? That then the public order and the root of the economic system would have remained untouched. Unthinkable. Where in the world were the two hundred billions to have come from, or even the eight or ten billions which we would have needed each year to pay the interest on our debt? Surely not out of the paper hurdy-gurdy that for four years has been revolving before our eyes and which the organ-grinder has been trying to encourage to livelier movement with the song of the Victor's Laurel Wreath? Besides, all that paper is worthless. Only the labor of your sons and grandsons will and can create a new value for it—when Germany prospers again and its chimneys smoke. Today these bits of paper are merely notes on a treasure of the future.

If to the new parties there attaches even the faintest smell of anxiety about the dear pocketbook, then they will not win the slightest bit for the bourgeoisie among the workers. With compromises nothing more can be effected after the war and the revolution; indeed, nothing dare be effected by them. The bourgeois, in Byzantine or stulted tolerance, because he earned rich income, has sinned. He and his class must atone for it. That is fate. Who was it that gathered up his forces for the revolution? A few spiritual leaders revolutionised the spirits, and without this sowers' and plowers' work there would have been no harvest. Without Voltaire and Rousseau there would have been no Robespierre and Danton. But as a class it was the workingmen, the proletarians who had been driven and hounded into the most horrible misery of war, who did the trick. It was they who risked their lives and freedom first out there at the front and then at home, in this terrible game. . . .

Can Communism be established tomorrow in the wide realm of German economics? I doubt it. I do not believe that the body of our economic system, wounded unto death, can do without the experience, the arts, the plans, even the tricks of capitalism, without suffering danger. . . . First restore health, and then bring self-education in duty, form or freedom. But, most important of all, we are really not yet free. We have been abandoned by the deposed tenants of imperial power and their confidential agents in such a sad state of unfreedom as scarcely ever has any people in history, and in such a manner as only a cannibalistic conscience could without dizziness leave those who have rendered such services and such faithful sacrifice.

We are forced to reckon with the will of Western Europe and of America. And even if Pan-Germany fervently and unitedly yearned for communism, "socialisation of all property," expropriation of all rights of property, the fulfillment of that yearning would nevertheless be denied. The world of those Powers which we need would compel us to forego a communistic economic system. In Russia, too, we have just seen an attempt at communism. I have recently said that Bolshevism is most emphatically not, as superficial observers think, a system invented by murderers and robbers, but an idealistic structure of great style; and already there are becoming visible around it, side by side with vast devastated areas, useful plants of a quite new variety.

But when we use the word Bolshevism in daily conversation it has a different meaning, and we use it as current coin. It that sense all take it to mean the State procedure of breaking all acquired rights through tyrannical force and threats of life and property. Our inner eye then sees a picture of a soldateska raging in our own land, shooting, butchering, plundering, taking booty as for years they were wont to do in enemy country; as they were accustomed to do through people who were so short-sighted that they did not believe in the possibility of importing the dangerous custom. Such Bolshevism is not desired by the proletariat of Germany, which is sound to the core, nor by its uniformed sons and brothers. And if they did desire it, and tried to make it grow on this soil, then, after the greatest success, which could throw back German Kultur and civilisation a century, we would come under foreign rule. The enemies into whose hands we have been delivered helpless, in spite of the fact that some 10,000,000 German men are still under arms, through frivolous frittering away of the possibility of peace, in blind and deaf dreaming of triumph—these enemies would advance into the very heart of Germany and restore order in their own way. . . .

We have internationalists at the head of the empire. Let them call to humanity and say:

"Here, under Groener and Mackensen, are almost 10,000,000 harried and confused men, whose bodies and souls hunger for food, and who, if they are crowded into trains in haste, hungry, thirsty, uncleaned, uninstructed about what has happened in Germany, and with sentiments grown wild, will be fit after three days to be tools for every terroristic attempt, every impulse for a counter-revolution. If we do not succeed in convincing these men that tomorrow each individual one of them will be respected as a human being, a creature valuable in himself and for others, if we do not succeed in bringing them quietly home, each with his little parcel of happiness—then, indeed, may the Continent, old Europe, tremble! Not only for fear of sickness, either. Then what you call Bolshevism will be inevitable and cannot be stayed. Only out of international community can salvation spring forth on this field.

"If you seriously desire the league of free peoples (free from hatred, too,) then you must not delay doing for these 10,000,000 human beings what human love and humah dignity demand. And the same demand must be emphasised by your own self-interest. Not for us are you saving these human beings (bad as is our lot; we do not whine for alms). You are saying them for all of you. For you are lost with the rest, if there comes into being here a chaos reeking with blood."

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Two Views Of What Germany Should Pay

(Continued from Page 10)

So spiritual gain will outweigh mere monetary gains.

Would not the attitude of the Peace Council toward a Bolshevist Russia speaking with a real mandate of the people be different than its attitude toward the Bolshevist Russia based on force?

So today we are not dealing with the same Germany that we dealt with before November, 1918. In a very real sense it is another, a different Germany even its boundaries will be different. A change in the factors of the problem requires a change in the result.

The self interest of civilisation requires that such action be taken as will prevent the creation of a festering sore on the body politic to sap and weaken the new structure reared under the aegis of a League of Nations. The policy of this league must be one of ultimate inclusion, not permanent exclusion.

The germ of hatred and revenge must not be implanted in a democratic Germany of the future, to grow and propagate. Today the extreme radical has failed there; but will he fail in a disheartened and hopeless Germany laboring under a burden of taxes from which there is no ultimate escape for generations? We are now meeting a threat of a Bolshevism recruited from the hopeless and the discontented forces in a Russia of almost two hundred millions. Its class appeal finds a response from the discontented in every nation. It knows no national boundaries. Democracy has conquered autocracy, but it must now restrain and overthrow Bolshevism. We must prevent its spread by saving a nation of 70,000,000 from the conditions that breed it.

Now, shall the German Republic be burdened with an indemnity calculated on the total cost of the war and on punitive damages of $100,000,000,000 or $150,000,000,000? Wise and farseeing statesmanship will say "No." The total wealth of the German nation is not sufficient to meet such a demand by half. It would impose a condition of hopelessness and discontent and breed revolt. The world would create an international condition that would rally the forces of discontent around the banner of revenge. A national Alsace-Lorraine problem would be succeeded by an international German problem, in which the desire for revenge would be paramount. This would breed a new world war in time.

How much should Germany be required to pay? Statisticians must find the exact amount. Excluded should be such items as are incident to the ordinary expense and wastage of war—the cost of maintenance of commerce and industry from peace channels. Belligerents must find compensation for this in the ultimate spiritual gain for the world—the elimination of an antiquated autocratic system of government and the substitution, for a balance of power based on might and expediency, of a League of Nations founded on right and justice.

But Germany should make reparation for every loss incident to and flowing from the deliberate policy of lawlessness that saw in treaties "a scrap of paper" which could not prevent the invasion of Belgium; that reverted to barbarism and cast aside all moral values to gain material success, that condoned the destruction of non-combatants at sea in ruthless U-boat warfare, that bombarded towns and villages from the air and killed innocent non-combatants, women and children; that sunk hospital ships and drowned survivors of U-boat attacks.

Even a German people struggling honestly and sincerely to establish democracy must share responsibility for these acts. But the new Germany must not be crushed nor remote generations overburdened. Unborn generations should not directly pay for the sins of the fathers.

But there is a price the German people must pay in addition to any indemnity. They must pay a spiritual indemnity, the penalty of loss of national decency and of the contempt of the world; they must live through a time of probation and be judged by their acts. Their fate lies in their own hands. They must prove the honesty of their purpose to reform. If by a real penitence they show that they are on the road to redemption, the world will surely grant them the boon of tolerance. But if they fail and revert to the unholy national immorality and unmorality of the past forty years, then let the nation be visited with the punishment of eventual extinction from the face of the earth.

Charles Stewart Davison of the American Defense Society made an unqualified reply when asked what damages should be demanded of Germany.

"She should pay for all the damage she has caused," he said.

"There is confusion in the public mind on this question, a confusion which is due to German propaganda. Why mix the question as to what Germany ought to pay with what she can pay? The court in fixing the damage does not inquire as to the present ability of the defendant to pay. That is a matter for the Sheriff. The question as to how much Germany should pay is one of justice. After the amount has been decided, the Sheriff comes in and finds out whether or not she can pay, how long it may take to do it, and in what amounts the payments shall be made.

"This is no time for Germany to raise the issue that she may be asked to pay too much. She must make reparation for all the woe and havoc she brought upon the world. What difference does the amount make at this stage? The sum of the damages can only be determined when all the nations bring in their bills.

"The question whether Germany should pay for all the costs of the war to the Allies can soon be determined. What did she do when she brought France to the dust in 1870? Did she not levy upon France an indemnity which was admitted at the time to be equal to the money which Germany had spent in subjugating the French? There was no question then as to whether or not the people of France could pay what was in those days an enormous sum.

"When the war of 1870 was over it developed that Germany had deliberately provoked France to war, and was in every sense the aggressor. Justly, then, at this time, does France demand back that indemnity with all the interest for nearly fifty years. France did pay and paid far more quickly than was believed possible.

"The matter of how much Germany shall pay having been established, it makes little difference how long a time is required for her to do it. Let it be 1,000 years or 10,000, just so long as she learns that lesson, that wars of aggression must cease."

Mr. Davison was asked whether the cost of collecting the damages from Germany through a long period of years would not reach a large sum.

"Again the Sheriff," was his reply. "The fees of the Sheriff must be paid by the party against whom the execution has been levied. Whatever it costs to maintain armies in Germany to guarantee that the nation shall pay for the damages she has inflicted, must be paid from the sums collected from Germany. The costs of maintaining armies of occupation are even now being met by Germany."

Mr. Davison said that there was no special reason for the powers to concern themselves about future trade with Germany, for the Germans would be well able to care for themselves. He thought that so far as the world was concerned it could get along without the Germans.

"Why should we fear?" he asked. "Germany hurried to make peace as soon as there was any chance that her own lands might be devasted, her own population harried, her own factories destroyed. Brutality and cowardice have walked hand in hand in Germany's precedure. You cannot cure a brute if you allow him actually to profit by his brutality. It is said that Germany will be sullen, if she is punished, and that therefore she should be forgiven that she may be cheerful. Well, if that be so, if justice be construed by Germany as punishment and she therefore becomes sullen, it will be but an evidence that we would better deal with a sullen Germany than with an arrogant one.

"Germany to the end of time will be either arrogant or cringing. Her people are of a nature which construes courtesy as concession.

"When law fails of enforcement from supineness, subservience or corruption on the part of those called upon to administer it, and justice fails to be done, the social fabric disintegrates. Punishment for national crime has only failed of enforcement to the extent to which power has been lacking. If Germany escapes making reparation in any one direction, in the present instance, it will be from lack of power on the part of the Allies. Such lack of power will necessarily arise from a weak and mushy sentimentality which fails to recognise that in forgiving the for we are forgiving them for offenses committed against others. In other words, we are being generous with the properly of others.

The cost to the Allies of carrying on the war against Germany has been estimated by Lloyd George at from $120,000,000,000 to $150,000,000,000. This is largely guesswork, but the estimate prepared by the statistician of the Metals National Bank of New York may be accepted as an index. It is as follows:

Great Britain	$42,500,000,000
United States	18,000,000,000
France	26,800,000,000
Russia	21,500,000,000
Italy	8,507,000,000
Belgium	7,100,000,000
	$123,407,000,000

The cost of rehabilitating the devastated portions of France has been estimated at $6,219,083,800 and the restoration of the buildings and factories of ravaged Belgium has been placed at $3,042,659,700, making a total of more than $9,000,000,000. The material damages sustained by Great Britain have been reckoned at $7,500,000,000. Enormous sums have been charged against Germany for her acts of piracy upon the commerce of the world.

The total wealth of Austria-Hungary has been placed at $55,050,000,000, and the combined wealth of Turkey and of Bulgaria at $4,000,000,000. All the assets of Germany and her associates would barely suffice to reimburse the Allies for the cost of the war.

Germany's national debt now amounts, in round figures, to $29,000,000,000; that of Austria, $15,422,000,000; and that of Hungary, $4,816,000,000. The interest on this at 4 percent is a staggering obligation in itself. The paying of the interest on the war bonds and the paying of the actual damages wrought by the armies of the Kaiser will, therefore, be a tremendous task.

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Cologne Paper Tells Germans To Act As The French Did

The people in the occupied portions of Germany are advised to model their conduct toward the Allied forces on the conduct of the French toward the Germans by the Cologne Gazette.

"Let the rule be," says the newspaper, "to treat the enemy—the enemy?—with real, cool politeness if a meeting is not to be avoided, for the enemy soldier has not of his own will thrust himself into our nest, but obeys his orders. Let there be no unnecessary eagerness to offer scraps of French and English. Thoroughly false is the statement that the enemy is our guest. We have certainly not invited him and he would not leave our city if we asked him to. So he is not our guest, and to receive him as one receives a guest would not be chivalry, but weak servility.

"The people of France offered an example worthy of being followed in this point when their territory was occupied by us. They did not do what was done in some parts of Belgium, where there were stupid statements and acts of violence as criminal as they were useless against the overpowering Germans, but the French never forgot for one instant that he was the enemy and that his presence on French soil was a disgrace.

"If the enemy troops enter it would be best if the inhabitants, outside of those who have to do with the foreigners officially, took no notice of them. But that would not be done even if one preached with the tongues of angels; the power of curiosity is too great. So if one must look on, let him at least do it in silence, without loud expressions of ill-will which cannot help, but also without any sign of friendly greeting. There are unfortunately always light-headed people who consider that it is proof of spiritual strength if they set aside 'national prejudice' and extend to the enemy a brotherly hand; there will be green simpletons to whom the saddest occasion will offer an opportunity for carnival, there will be foolish women who will throw themselves away on the enemy. Such moral traitors to German interests should not deceive themselves about it, that the enemy, even if he shows a response, inwardly considers them weak fools and would spit in their faces if in changed circumstances they were his own people.

"This warning is not directed solely to the lower classes, but also to the 'prominent citizens.' Evil tongues will make it known that the most shameful betrayals of the national honor did not take place in the street, but in the salons of high society, called forth by sorry servility, social ambitions, a snobbish intention to play the part of free spirited cosmopolitans, a foolish curiosity, perhaps also the hope of material gain. Already it is said that some citizens have moved to have foreign officers quartered with them in order, they say, to spare the city the cost. We hope that this attempt at good fellowship will not be successful. It is unworthy to offer the enemy citizens' quarters. They can be put up at hotels.

"Whoever acts against German honor may be sure that public opinion will have an excellent memory of it. The man who fraternises with the enemy will be branded as a senseless fool, and the woman as a hussy, for she sells her own honor with the honor of the Fatherland."

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TELLS OF HORRORS SEEN IN BELGIUM AS RELIEF WORKER

Squires' Account Offsets Von Mach's Defense Of Germans Before Senate Committee

PURPOSE IN ATROCITIES

Cities Razed, People Subjected To Indescribable Cruelties, To Destroy Nation's Morale

Washington, January 15.—A story of German atrocities in Belgium was told today to the Senate Committee on Propaganda by Grant Squires, a New York lawyer, one of the pioneers in Belgian Relief work and now an officer of the Military Intelligence Service. He told the story apparently with reluctance. Senator Nelson brought out this testimony, apparently to offset that of Edmund von Mach on the same subject.

"I entered Belgium in November, 1914, and helped in the organization of the Relief Committee in Liege, Namur, Charleroi, Mons, Louvain, and one or two smaller towns," said Mr. Squires.

"I saw cities leveled to the ground, civilian populations driven out of their home with the butts of rifles, old men and women brained because they did not work fast enough to suit their new rulers in the baking of bread. I saw places where babies were crucified on the doors of houses. I saw bread lines.

"I have seen mothers bring to me their babies to give them food, which I could not give them, because it was not possible to carry it around in quantities to feed a thousand or two thousand in a town. I have seen the insults of the German soldiery, mostly drunkards, visited on women whom they met in the streets."

Seizure Of Food Supplies

Senator Wolcott—Did you see whether the German armies took food that belonged to the civil population and used it for themselves?

Mr. Squires—I did not see that. I understand at one stage in the occupation of the country they were rather careful to give tickets to those from whom they took food, so that within a few days those same people could go to the German commissariat and get there an equivalent of what had been taken from them.

Senator Wolcott—Do you know whether they ever got any food on those tickets?

Mr. Squires—I do not. I do not think the Belgian population ever sought to redeem any German promise made in that way. They were a cowed, terrorised people. Their only hope was to be permitted to live. You can picture any town in which you have ever been as being leveled to within about four feet of the ground, which was the condition of many of the cities that I visited. People who had homes there ran up the alleyways, after their homes had been destroyed, whenever any one in uniform came along. They would hardly understand those circumstances enter into negotiations with them to redeem the tickets.

Senator Wolcott—Were these villages destroyed by bombardment or ruthlessly and deliberately to terrorise the population?

Mr. Squires—Ruthlessly and deliberately, largely with fire grenades charged with explosives and fire-igniting substances.

Senator Overman—Where did these people live? In the cellars of their houses after they were destroyed?

Mr. Squires—Yes, or out in the open. It was the rainy season when I was there. I frequently was accosted by little children of 4, 5 or 6, borne in the arms of little people 10 or 12 years of age, asking for two sous with which to buy a loaf of bread.

Two Aged Men From Vizet

"In one town I was able to take a small deal table where we gathered thirty or forty of the victims, and gave them soup or bread. On one occasion I went into a place where refugees were being fed on bread and soup. There were two gentlemen there, advanced in years, and who sat at the table with nothing on but trousers. I said to one of them, 'Where are you from?' and he said 'I am from Vizet,'—the first town in Belgium after you leave the Dutch frontier that had not been completely demolished. Until the war broke out there were 6,000 people there; now there was none left at all.

"To the old gentleman who had said, 'I came from Bizet,' I said: 'How old are you?' and he replied: 'I am 73.' I said: 'That old gentleman next to you—who is he?' He replied: 'He is my father; he is 91.'

"Their feet were bare, and they were given socks, which, without waiting to finish their food, they drew on; the penetrating cold was very searching, even to those better clothed. They were feeding in the open; there was no shelter for them."

Senator Nelson—Go ahead. Have you anything more to tell?

Mr. Squires—It is not a case of anything more, Senator. It is a case of trying to forget it.

"As to the organisation of relief, as soon as I entered a town I went, say, to the proprietor of a hotel that might be still remaining, took him into a car that I had commandeered on the frontier, and induced him to take me to the homes of a half dozen leading citizens. These I got into some one place and asked them to organise a committee to receive any shipments of American food that might be sent to them, so that the food should not be wasted."

German Officers Not Guiltless

Senator Overman—In regard to ill-treatment of women, was that done in the presence of German officers, or by drunken soldiers who were skylarking?

Mr. Squires—It was mostly the work of private soldiers. I do not think the German officers were quite guiltless. At the doors of houses I have heard the shrieks of women upstairs recovering from their treatment of the night before. They knew no difference between a German and a man from some other country, and for that reason were afraid to open the door to give me something to eat. It was mostly a case of trying to pacify these people, in view of the treatment they had received, and to let them feel that better days were coming, in the way of food at least. It is not a pretty picture to be called on to redraw, and I had hoped that I would not be asked to do it. The mistake that I made was to come back here.

Senator Overman—I suppose Senator Nelson asked you those questions because of a statement that was made here—

Senator Nelson—I asked you these questions to meet the imputation of von Mach, who appeared here as a witness the other day, and who insinuated in one form or another that the treatment of the Belgian people by the German soldiers in 1914 was not worse than our soldiers had treated the people of the South in Sherman's march to the sea; and he also referred, I think, to the Philippine Islands.

Mr. Squires—They did not go through the country according to any practice of similar warfares in the past that I know anything about.

Senator Nelson—They destroyed these villages absolutely—ruined them?

Mr. Squires—Yes, Senator, for the purpose of the terrorisation of the people, to reduce their morale and their ability to withstand the advance of the German armies.

Senator Nelson—And they crucified children.

Crucifixation Of Children

Mr. Squires—I have had places pointed out to me by fathers who had been crazed by the sight of their children hanging on door bells the night before. One man took me up to a door and showed me the nail points in the door where his little baby had been nailed the night before because the baby got in the way of the German guard of four or five men and in some way hindered their passage; one of the men snatched up the baby and held it up against the door, probably in their drunkenness, nailed it up against the door, and it was dead in five minutes, I suppose.

Senator King—You did not see the child?

Mr. Squires—No. The child was not permitted to remain there more than a minute or two after the soldiers went on. I know it is very difficult to believe these stories gentlemen, and that is one reason why I hesitate to tell them—because I am met by the perfectly respectful questioning attitude of Senator King—if that is your name, Sir; but I have seen all that I have told you myself.

Senator Nelson—Are there many of those towns and villages in Belgium that have been razed to the ground?

Mr. Squires—Not so many completely razed. Many of them have been partially razed, notably Louvain. Louvain was destroyed to a degree for an offense committed, I am told, by the daughter of the Mayor of the city, who was entertaining the first incoming general officers of the German army that were occupying Louvain. I verified this as far as possible when the events were only a few days old by speaking with some who were present.

"It seems the incoming Generals were being entertained by the Burgomaster in his home. He called upon his daughter to bring in some cigars and light wine for the guests. While she was bringing in the cigars and wine one of the officers offered her an insult, which she did not note at the time or make any reference to, but during the evening word of it came to the brother of the young woman, whereupon, with less consideration than he should have had for his father's guest, he went in and shot the man dead in the presence of the other German officers. Whereupon they left the office of the Mayor, and the next day the section of the town where the Mayor office was, and where the family resided, was burned—about one-third of the city, including the university and the Town Hall. The handsome section of Louvain was destroyed that day. There has been no other explanation given for the destruction; it was the penalty for the offense committed against those visiting German officers.

Senator Nelson—My recollection is that they afterward killed the woman in the case.

Mr. Squires—I do not know.

Mr. Squires was called to Washington in connection with the ownership of the Deutschland Library Company, which concern was identified with the publication in this country of the book written by Captain Koenik of the submarine Deutschland. A report submitted to Lieut. Col. Nicholas Biddle, Chief of the New York office of the Military Intelligence Service, had stated that the Deutschland Library Company was controlled by Hearst's International Library Company. This statement was denied by representatives of Mr. Hearst, Mr. Squires said the investigation developed nothing illegal or unpatriotic.

Defends Colorado Editors

Senator Thomas of Colorado appeared before the committee in defense of Colonel I. N. Stevens and Alva Swain of The Pueblo Chieftain, which paper, according to the testimony of Austin G. Smith, its former advertising and circulation manager, entered into a contract in 1915 with Ambassador von Bernstorff to aid the German cause in the Rocky Mountain States. Senator Thomas said Colonel Stevens and Mr. Swain were Republicans, warm personal friends of his, and among the most prominent citizens of Colorado. He said that in his opinion they were the victims of a scheme to blackmail and were entirely innocent of the charges made by Mr. Smith.

Following the statement by Senator Thomas, Major Humes also placed in evidence two telegrams. One read:

Denver, Oct. 14, 1915.

A. J. Smith, care Postal General Office, Chicago.

Make best deal possible. Sign nothing.

ALVA SWAIN.

The other message read:

Washington, Nov. 23.

A. J. Smith, care Pueblo Chieftain, Denver:

Please confer with Dr. Ziegler, who is informed. J. BERNSTORFF.

Mr. Smith testified yesterday that Dr. Ziegler, who was the German Consul General for the Rocky Mountain States, with headquarters in Denver, was Bernstorff's personal representative in the alleged negotiations for control of the editorial policies and circulation of The Chieftain.

Major Humes also placed in evidence a letter of introduction for Mr. Smith to the Austro-Hungarian representatives in this city, signed by Herr von Fischer-Arnheim, the Austro-Hungarian Vice-Consul in Denver. The letter, dated January 24, 1916, states that Smith on a previous occasion had been received at the Summer Embassy in Lennox, Mass., and that his mission to Washington was to confer, if possible, with the Imperial Charge d'Affaires. The Consul suggested that what was 'fitting in his behalf" should be done.

Excerpts from various Chieftain editorials also went into the record.

JAPANESE WIN IN A COSTLY BATTLE

Two Hundred Officers And Men Fall In Third Battalion Of The Seventy-Second

Tokio, March 2.—The 3rd Battalion of the 72nd Regiment, which lead in the assault upon the Bolsheviki near Tauk, ten versts north of Alexievsk, lost 200 men in killed and wounded, Major Tanaka, the commander, being reported among the missing. Thus the detachment was almost annihilated. This detachment was assisted by one field battery.

The enemy's losses have not been reported, but they were heavy as the Japanese forces found about 100 dead and wounded in one village from which the Bolsheviki were driven.

A semi-official despatch says that the main strength of the Bolsheviki at Blagoveschensk has retired towards the north of Alexievsk.

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LAST DAYS OF KAISER AT HEADQUARTERS

One Of His Guards Tells Of The Escape Of Ex-Ruler And General Staff From Spa

QUIT A TRAIN FOR BERLIN

It Stopped In Open Country, And The Amazed Bodyguard Saw War Lord Flee

By Julian Grande

Some day the tragicomedy of the ex-Kaiser's flight will assuredly be known in all its details and will prove one of the most humanly interesting, if not one of the most edifying, episodes in history. In all probability, however, many of those who would find this narrative most absorbing will no longer be here to read it when it appears. Any eyewitness's account, therefore of Wilhelm's last hours as Kaiser cannot but arouse attention, especially if it bear every mark of veracity.

This particular eyewitness was a German acting color-sergeant, who, with his company, was on guard outside the Belgian castle at Spa where William Hohenzollern had his quarters when the ultimatum concerning his abdication was delivered by Erzberger, Scheidemann, and the rest. The battalion to which this acting color-sergeant belonged was looked upon as more than ordinarily trustworthy and loyal, and therefore on October 31 it was taken from the trenches and sent to Spa to act as bodyguard to the Kaiser and the Grand General Staff.

It was not long, however, before the troops realised that all was not going as it should be with the German army. Nevertheless, it was with amazement and consternation that they read in the newspapers of the sailors' mutiny in Hamburg and Kiel, especially as they had always been of the opinion that it would be the German army which would first collapse, and not the navy. In the meantime secret orders were given to the guards that no one was to be allowed to enter the Kaiser's castle unless provided with a special red pass. Even high officers who appeared in full uniform and wanted to enter were held up, either altogether or until one of the secret police also on guard passed them.

One day this eyewitness noticed the Kaiser walking with some one else in the grounds of his residence, and overheard his Majesty's companion saying to him:

"Seems 1848 all over again, just the same political conjuncture! But that's not saying it'll end so tragically."

To which the Kaiser replied frequently, "Ja, ja."

This conversation took place on the morning after the famous six motor cars with Erzberger, Scheidemann and company had returned from the French front at 11 p.m. bearing the armistice conditions, which apparently were not taken so very tragically, for these gentry were heard laughing and cracking jokes about them with the Kaiser.

The interview of the Kaiser and with Scheidemann, Erzberger and company will perhaps one day be made known, but one thing is certain. Even at that hour William Hohenzollern seemed to fail to realise the situation, and Erzberger and Scheidemann did not undeceive him. In other words, they treated him as a grown-up child.

On the day after the armistice terms were made known to the Kaiser, a Thursday, the atmosphere in Spa must have been exceedingly electric, for our eyewitness tells us that his regiment was fully armed and always on picket duty and that it was only because they were well provided with hand grenades that any sort of order was preserved. That the Belgians realised how matters stood is evident from the fact that on the Thursday they hung out Allied flags, under the very noses of the Kaiser and Hindenburg and the German general headquarters. These flags, however, they were compelled to take in again.

Friday night was the last night that the Kaiser slept, or rather spent, at the white castle or country house in which he had installed himself in Spa. In the town the excitement was at fever heat. The battalion to which our eyewitness belonged was parading the streets, fully armed, with fixed bayonets and hand grenade bags full.

The next morning, Saturday, his company was ordered to be at the railway station, where they were told that a train was ready to take them to Berlin. At the station they found that the ex-Kaiser was already in one of the carriages, attended by a small suite. The train left as usual, but after two hours' run it suddenly stopped, right in the open country, and the ex-Kaiser and his suite got out, and entered some motor cars which were awaiting them. And away they went! To quote the color-sergeant's own words: "The troops accompanying him hung their amazed countenances out of the carriage windows, and spent the time on the return journey discussing what had happened."

They went back to Spa, and it was then a case of every man for himself and the devil take the hindmost. Officers hastened to get hold of the first available motor car and secure as much benzine or petrol as possible, filling the cars with anything on which they could lay hands. Whether it belonged to them or not was quite a secondary consideration. And then off they went, too. The Grand General Staff began packing up, and that very morning Hindenburg thought it prudent to issue an order to form Soldiers' Councils. Soldiers who could not get hold of motor cars took to their heels by road or followed the railway line.

When they met a train with provisions going toward Spa or in the direction of the frontier they boarded it, and ordered the engine driver to take them to Germany, enforcing their commands at the point of the bayonet. If there were not enough coal in the engine they commandeered any wood or coal they could find in the neighborhood. The provisions which were being despatched to the front they either sold to the local inhabitants or exchanged for something valuable and transportable. Some of the trucks contained munitions and machine-guns, and these they sold for a song to the civilian population.

Apparently the company to which this eyewitness belonged must still have been considered the most faithful of all, for he himself left with the same train that had Hindenburg on board and what was left of the General Staff. Hindenburg apparently kept his head, or rather tried to keep it, to the very end. If he had not issued orders for the formation of Soldiers' Councils, however, he would probably not have kept his head very long—in the literal sense of the phrase.

One thing is certain, judging from the statements of this eyewitness: it was Foch's, Haig's, and Pershing's humanity and aversion to needless bloodshed which saved the whole German army from complete capitulation. If the Allied generals had chosen to sacrifice another 40,000 or 50,000 British, French, American and Belgian lives, they would have made prisoner the entire German army and brought about a military catastrophe such as the world has never beheld.

Racial Discrimination Now Better Understood In Japan

The editor of the Jiji of Tokio pours cold water upon the heated heads of those who agitate for abolition of the so-called race discrimination. The editor hears that a suggestion has been made by the Japanese peace delegates in Paris in regard to the abolition of race discrimination, but that it was withdrawn with the right reserved to raise it when the labor question is discussed. He understands from the so-called race discrimination abolition that restrictions on immigration are wanted to be removed. If so it is a labor problem. Japan's claim, if made, must be understood to mean that she wants restrictions on immigration in America, and British colonies are removed.

What is the reason for excluding Japanese immigrants? It is because the competition by cheap labor is feared. Besides, the manners, customs and habits of life of the Japanese laborers are different from those of the people in America and British colonies, which are a part of the reasons for excluding the Japanese laborers. Just as the Japanese do not like the Chinese coolie laborers, so the Americans and the British do not like the Japanese cheap laborers to come into their countries. The Japanese laborers are as bad as the Chinese coolies.

The main cause of exclusion must be regarded as a labor issue. Even in the exclusion countries like America, Japanese merchants and others than those who engage in labor are not excluded on the ground of race differences. It is a proper thing that the Paris Conference has decided to discuss the issue as a labor issue.

While the discriminatory treatment of immigrants should not be regarded as a race issue, the Japanese laborers are excluded because the competition of Japanese labor is feared. If we are to demand removal of restrictions on immigration, we must on our own part revise objectionable laws regarding restriction of foreigners in Japan. It is proper that the Japanese Government is trying to give land ownership to foreigners in Japan. To recognise the right of foreigners to own land should be the natural sequence of conclusion of treaties of commerce and navigation. The present law permitting foreigners to own land in Japan has been established with that principle in view. But it has not been put into practice and it remains an empty letter. There may be various reasons for that, but chief among them is the spirit of exclusion of foreigners. If foreigners are allowed to own land in Japan, it is feared by many that the best portion of land in Japan will be occupied by foreigners. Such was the fear which has been entertained up to date by those who were afraid of foreigners.

Among the regulations in Japan, the rights of foreigners to own land, to engage in mining enterprises, and to become holders of shares of specially privileged banks are not recognised. Such anti-foreign regulations are not in keeping with the spirit of treaties of commerce and navigation. Even if such rights be conferred upon foreigners there is no need to worry. Any one who worries is an uncivilised man. That such regulations have remained attests to the negligence of the statesmen and the lack of experience of the people. It is a shame to the nation that such regulations are permitted to exist. But there is no need to blame any one. Any objectionable regulations should at once be removed from the statute books of Japan.

The exclusion of Japanese in America and other countries is a result of the fear of the Japanese competition. It is an anti-foreign exclusion, to be sure. In Japan, if our statesmen should wake up and make up their mind, the change needed can be made at once. In Western countries the statesmen have already awakened to the justice of stopping such exclusion and are only anxious to see how they may stop it. Their difficulties arise from the relations of the federal government with the state governments. The Western statesmen are not opposed to removal of restrictions in principle. They are requested to make more efforts in that regard. But for Japan to raise a race issue out of this labor issue will only cause misunderstandings among the Western statesmen.

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Piece Goods and Yarn

Messrs. Ilbert and Co.'s report for week ending March 7 contains the following:

Piece Goods

During the week further business has been done with Manchester and trade generally in piece goods is looking brighter; although it involves a loss in time of more than a fortnight in exchange of telegrams with Manchester, the Chinese dealer has been prepared to wait patiently for replies to his offer for goods.

Clearances have continued satisfactory for all goods throughout the week, more especially local spinnings. Mills now hold very little stocks and are passing through a period of satisfactory profits.

Grey Shirtings 8¼ lbs—There has been a good demand and a fair business has been done for the River Ports at increased prices. Details of sales are as follows: Blue and Gold Globe at Tls. 5.50, Two Blue Horses at Tls. 5.40, Two Blue Stags at Tls. 5.40, Two Blue Bells at Tls. 5.30 and Single Blue Bell at Tls. 5.10. Auction market firm.

9-11 lbs.—Business has been done in 10 lbs. in Pigshead at Tls. 7.50 Tramway at Tls. 7.25, Stagshead at Tls. 7.10, and Man and Lion at Tls. 6.40. There was a noticeable appreciation in auction prices.

12-lbs. 36-in.—Sales have been reported in: Blue Round Dragon at Tls. 8.25 and Large Blue Stag at Tls. 7.30. Auction prices slightly higher.

White Shirtings.—Our market has ruled very steady and a fair volume of business has eventuated at improved prices.

The following sales have been brought to our notice: Gold Nine Tai at Tls. 10.30, Small Red Dog at Tls. 9.90, Flower No. 1 at Tls. 9.65, Flower No. 2 at Tls. 9.00, Woman at Tls. 8.75 and Flower No. 3 at Tls. 8.40. Auction market quite steady.

Bleached T-Cloths.—Inquiries from Tsingtau and Tientsin have resulted in the following business: Four Gold Cocks at Tls. 7.65 and Five Gold Cocks at Tls. 6.80. A slight advance is to be recorded in auction prices.

Dyed and Fancy Cottons.—A firmer tendency has been evident in the market and prices have hardened more especially for Fast Blacks which appreciated on an average four mace per piece at the auctions.

Cotton.—The market for our local staple remains the same, exporters are not operating while local mills appear to buy as they effect sales, if anything therefore quotations are rather on the easy side, and may be given approximately as follows: Tungchow at Tls. 31.50 to Tls. 30.00, Tai Chong at Tls. 30.00, Steam Ginned at Tls. 29.00 to Tls. 28.50, Ordinary Shanghai at Tls. 28.50 to Tls. 28.00 and Ningpo Cotton at Tls. 27.50. Hankow grades are rather easier, Shensi No. 1 being quoted at Tls. 31.50 to Tls. 31.00 and Hupeh Cotton at Tls. 27.50 to Tls. 27.00.

Telegrams are very much delayed. Reuters recent cables give the Liverpool quotations as follows: Good Middling Texas at 18.00d, Egyptian Sakellaridis at 27.09d, and M. G. Bengals at 14.16d per lb.

Local Yarn.—Prices have further advanced during the week, more especially for "spot" cargo which is being delivered against previous contracts almost as fast as it can be turned out from the spindles. The following business is reported, for the most part delivery May-June:

10's.—100 bales Cock and Hen at Tls. 143.00 150 bales Two Goats at Tls. 142.00, 150 bales Three Joss at Tls. 141.00, 150 bales Boy and Sycee at Tls. 135.00, 200 bales Nine Men and Tiger at Tls. 141.50 to Tls. 143.50, 100 bales Chefin at Tls. 143.25.

12's.—200 bales Anchor at Tls. 152.50, 200 bales Teenkwan at Tls. 153.25.

14's.—200 bales Four Hee at Tls. 160 to Tls. 161.00 800 bales Anchor at Tls. 157.50 to Tls. 158.50.

16's.—150 bales Wedding at Tls. 165.00, 500 bales Man and Clock at Tls. 167.00.

20's.—400 bales Five Man at Tls. 174.00 and Tls. 179.00, 900 bales Man and Goats at Tls. 172.00. Tls 178.00 and Tls. 178.00.

Indian Yarn.—Market firm. The following sales are advised:

No. 10's.—100 bales Svadeshi Kose at Tls. 160.00, 100 bales Central India at Tls. 156.00, 75 bales Tricumdass at Tls. 156.00, 100 bales Sorab at Tls. 149.50, 150 bales Connaught at Tls. 146.50.

No. 12's.—100 bales China Mill at Tls. 153.00.

Japanese Yarn.—The undermentioned transactions are recorded:

No. 16's.—100 bales Three Horses at Tls. 187-188.00, 50 bales Standing Horse at Tls. 187.00.

No. 20's.—100 bales Man and Fish at Tls. 180.00.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending March 6:

Dealings in cottons have provided the chief feature of the week's share business. The demand which was in evidence last week became greatly accentuated and rates rapidly improved, touching quotations which in many cases created a record price. The cotton share market closed very firm at the following rates: Ewos Tls. 200, Yangtszepoos Tls. 9 cash, Tls. 9.30 March, Tls. 9.60 June. Kungyiks Tls. 17 cash, Tls. 17¾ June. Orientals Tls. 72. Shanghai Cottons Tls. 164. The share market generally exhibits a good tone with firmer tendency. Langkats are wanted at Tls. 23½ c.n.i. Docks are steady at Tls. 129 buyers. Wharves changed hands at Tls. 92 March, and continue in request at Tls. 91½ cash. Rubbers generally are firm at present quotations.

Shanghai Land Investment Company Report

The report of the directors of the Shanghai Land Investment Company, Ltd., in advance of the thirtieth annual meeting of shareholders to be held March 18, shows a balance on profit and loss account of Tls. 233,941.19, of this it will be recommended to pay a final dividend of 5 percent, making 10 percent for the year. Tls. 23,917 will be transferred to depreciation of buildings reserve account, and Tls. 15,024.19 will be carried forward to the new account.

Rubber Outputs

	Jan.	Feb.
*Alma	36,000	30,000
Amherst	6,155	3,773
Anglo-Dutch	87,000	79,000
*Anglo-Java	210,000	189,000
Ayer Tawah	26,643	26,625
Batu Anam	20,473	23,776
*Bukit Toh Alang	19,752	13,500
Bute	18,203	15,800
*Chempedak	12,000	8,000
Chemor	22,168	19,070
*Cheng	21,160	13,595
Consolidated	56,373	51,336
Dominion	48,595	42,750
Gula Kalumpong	130,500	125,000
Java Consolidated	78,000	75,000
Kamunting	30,230	20,491
Kapala	10,966	11,143
Kapayang	16,000	—
Karan	11,600	8,830
Kota Bahroe	40,647	31,968
Kroewoek	58,000	53,000
Langkat	74,032	67,543
Padang	25,500	20,000
Permata	7,871	—
Pengkalan	15,946	12,389
*Repah	16,000	14,000
Samagag	22,000	17,450
Semambu	11,698	13,357
See Kee	10,854	—
*Senawang	40,214	24,813
Shanghai-Malay	27,932	—
Shanghai-Kelantan	10,000	12,050
*Shanghai-Seremban	13,854	8,130
Shanghai-Pahang	15,851	13,899
Shanghai-Sumatra	73,500	64,800
*Shanghai-Klebang	14,400	13,107
Sua Manggis	22,004	—
*Sungala	13,871	6,443
Sungei Duri	31,362	24,660
Taiping	13,504	—
Tanah Merah	38,000	24,200
*Tebong	82,000	60,000
Ulobri	5,832	4,736
Ziangbe	67,000	70,000

*Shortage owing to Chinese holidays, short month and wintering on every estate.

中國精益眼鏡公司
Refracting and Manufacturing

Crookes, Torics,
AND
Kryptoks
CHINESE OPTICAL CO.
P.352 Nanking Road

ONE WOMAN TELLS ANOTHER

That is why we number today among our customers most of the housewives of Shanghai.

It will also add to your personal comfort and satisfaction to "shop" in the store known as "The Home of Delicacies," where we have gathered, from many parts of the world, the best there is *to please the palates of particular people.*

I. SHAININ & CO.
100 Szechuen Road: Phone C. 1483

Drink our *"Golden Rod"* Kheemun Tea.
ACE-HIGH *Quality*—
$0.70 per pound.

Classified Advertisements

HOUSES TO LET

HOUSE FOR RENT, furniture for sale. Near American school. Apply to Box 297 THE CHINA PRESS.

PARTLY furnished house for rent, for eight months, on Dixwell Road. Can give possession April first. Children not wanted. Apply to Box, 291, THE CHINA PRESS.
21545 M.11.

TO LET, in a large residence with garden and beautiful surroundings, a room with large modern bathroom, in a sociable private family. Apply to Box 269, THE CHINA PRESS.
21524 M.9.

16A JESSFIELD ROAD: Furnished house, 6 rooms, garden, tennis, etc. Apply to Raven Trust, 15 Nanking Road.
21503

TO LET, excellent eight-roomed residence, with garage and tennis court, on Yates Road, from April 1st. Rent Tls. 140. For further particulars and permission to inspect, Phone, Central 3234.
21506

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises.
21416

OFFICES, ETC., TO LET

OFFICES to let, new building, 14 Canton Road, on ground, first and second floors, from April 1st; divided to suit tenants. Apply premises.
21507

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.
21439

EDUCATIONAL

WANTED: Teacher to give piano lessons. Reply stating terms, to Box 295, THE CHINA PRESS.
21551 M.12.

LESSONS in English grammer wanted for two hours weekly. Applicants can be of either sex. Please state terms to Box 276, THE CHINA PRESS.
21510 M.9.

Russian Lady Dentist
Miss. A. Gauhman
20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.
17387

★ ★ THE VENUS ★ ★
FIRE AND MARINE INSURANCE CO., LTD.
Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.
Head Office: 127 Szechuen Road

"OSRAM" - "G.E.C."
DRAWN - WIRE - LAMPS
"NO OTHER LAMP IS STRONGER"
Obtainable from all Electrical Dealers or from the Sole Importers
The General Electric Co. (of China), Ltd.
Shanghai—Hongkong—Hankow
Nos. 1 and 2 Ningpo Road, Shanghai
'Phones 1606 & 1608

Business and Official Notices

(Continued from Page 20)

THE SHANGHAI & HONGKEW WHARF CO., LTD.

The Annual General Meeting of the Shareholders in the Company will be held at the Office of the General Agents on Tuesday, the 11th March, 1919, at 11.30 o'clock a.m. for the purpose of receiving the statement of Accounts and Report of the Directors for the year ended 31st December, 1918.

The Transfer Books of the Company will be closed from 1st to 11th March, both days inclusive.

Jardine, Matheson & Co., Ltd.
General Agents,
Shanghai and Hongkew Wharf Company, Limited.
Shanghai, 17th February, 1919.
21248

The Oriental Cotton Spinning and Weaving Co., Ltd.

NOTICE is hereby given that the Annual General Meeting of the Oriental Cotton Spinning and Weaving Company, Limited, will be held at the Yangtsze Insurance Building (Third Floor), 26 The Bund, on Tuesday, the 11th day of March, 1919, at 4.15 o'clock in the afternoon.

The Transfer Books of the Company will be closed from the 8th to the 11th day of March, 1919, both days inclusive.

Proxies to be valid must be lodged at the Company's Offices not less than 48 hours before the time of holding the Meeting.

By order of the
Board of Directors,
ARNHOLD BROTHERS & CO., LTD.,
General Managers.
Shanghai, 24th February, 1919.
21458

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

T. Ichiki & Co.
Phone North 2631.
Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

BRISTLES

SKINS
Born 1915—Still existing

NOTICE
JUST ARRIVED
"EAGLE BRAND"
PILSENER BEER
SOLE AGENTS
THE CHINA TRADING CO.
79A. Szechuen Road. Tel. Central 286
21382.

SPECIALIST
(Can Speak English Well)
Surgical and Venereal Diseases
Men's and Women's Diseases.

Treatments of Diathermy and X Ray are better for nervous diseases (especially rheumatism and nervous prostration) and skin diseases.

Injections of all kinds of vaccine, serums and 1914 (606). Tests of blood.

(Japanese) Dr. WATANABE, A.M., M.D.
21 Haining Road (fifth house from North Szechuen Road).
Tel. North 2279.
17846

CARPETS
Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.
TIENTSIN CARPETS AND RUGS
Sheep or Camel Hair
Made to order from customers' designs.
HWA YENG FACTORY
127 Peking Road

PENSION PRIVÉE
192-97 Range Road
Telephone North 1173
High-class Boarding-House and Restaurant
All modern comforts; moderate terms.

NAAMLOOZE VENNOOTSCHAP
Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Monday, the 28th April, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 22nd February, 1919.
21357.

NAAMLOOZE VENNOOTSCHAP
Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual Meeting of Shareholders will be held in the Meeting Room of The Yangtsze Insurance Building, No. 26 The Bund, on Thursday, the 27th March, 1919, at 4 p.m. The Transfer Books of the Company will be closed from the 20th to the 27th March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 22nd February, 1919.
21358.

TURKISH BATH and MASSAGE ESTABLISHMENT
Managed by Prof. I. K. SETO, who has had 15 years' experience in U.S.A. Experienced Japanese women bath attendants. Telephone North 2768.
25 North Szechuen Road.

JAPANESE VETERINARY HOSPITAL
Dr. S. NAKANISHI
and
Dr. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)
20750

MASON & CO.
CONFECTIONERS
No. 90 BUBBLING WELL ROAD. OPPOSITE RACE COURSE
Fancy Cakes and Candies of French Style in All Descriptions
Telephone Central 3829

RAILWAY HOTEL, SOOCHOW
A first-class Tourist and Residential Hotel in Soochow

The proprietor assures every ne that no effort will to be spared to ensure the comfort and satisfa tion of visitors. Airy, large comfortable rooms, fitted with electri lights, fans and stoves, with bathroom and veranda attached.

Deutsch-Asiatische Bank
In Liquidation

In accordance with instructions received from the Central Bureau of Liquidation, Peking, SEALED TENDERS are hereby invited for the purchase of the Shanghai property of the DEUTSCH-ASIATISCHE BANK, known as

No 14 The Bund
No 1, 1a, 1c Hankow Road,

comprising land and buildings suitable for offices and residences.

Tenders may be made in Shanghai Taels, Sterling, Francs, Gold Dollars or Yen and must be sent in to the undersigned on or before 15th March, 1919, plainly marked "Sealed Tenders." The Bureau does not bind itself to accept the highest or any tender.

All further particulars may be obtained on application to
Bureau of Liquidation
of the Deutsch-Asiatische Bank, Shanghai,
A. G. STEPHEN, Liquidator.
By his Attorney,
A. D. BRENT.
21201

Exchange and Bullion

Shanghai, March 8, 1919.
Money And Bullion

Sovereigns: buying rate.
@ 4/6=Tls. 4.44
@ exch. 72.5=Mex. $6.13
Gold Dollars: Bank buying rate.
@ 107=Tls. 93.46
@ 72.5=Mex. $128.91
Mex. Dollars: Market Rate: 72.225
S'hai Gold Bars: 978 touch Tls. 284
Copper Cash ..... per tael 1875
Native Interest ..... Tls. .05

Bar Silver ..... 47⅛d.
Bank Rate of Discount 5%
Ex. Paris on London ....Fr. 25.98
Ex. N. Y. on London T.T. G. $4.76⅛

Exchange Closing Quotations

London	T.T.	4/6
London	Demand	4/6⅛
India	T.T.	300
Paris	T.T.	585
Paris	Demand	588
New York	T.T.	107
New York	Demand	107⅛
Hongkong	T.T.	68
Japan	T.T.	47½
Batavia	T.T.	261
Singapore	T.T.	52½

Banks Buying Rates

London	Demand	4/7
London .... 4 m/s.	Cdts.	4/8
London .... 4 m/s.	Docy.	4/8⅛
London .... 6 m/s.	Cdts.	4/8⅛
London .... 6 m/s.	Docy.	4/8⅜
Paris ..... 4 m/s.		616
New York ... o/d.	Docy.	108⅛
New York .. 4 m/s.	Docy.	112⅛

Roubles Exchange

Today's Bank Selling Rate
For Roubles
Roubles 1,700 ..... =Tls. 100
Roubles 100 ..... =Mex. $8.00

Customs House Exchange Rates For March

„ 1 @	609½	Francs	6.79
„ 0.81 @	111½	Gold	$1
„ 1 @	46½	Yen	2.42
„ 1 @	15	Rupees	3.92
„ 1 @	1.50	Mex.	$1.50
„ 1 @	—	Roubles	—
Hk. Tls. 3.83 @	4/8½		£1

Stock Exchange Transactions

Shanghai, March 8, 1919.
TODAY'S QUOTATIONS

Official

Weeks 7% Debs. @ Tls. 85.00
Shanghai Docks Tls. 131.00 March
Ewo Cotton (Ord.) Tls. 212.50 Mar.
Yangtszepoo Cotton Tls. 9.00 Mar.

Unofficial

Shanghai Club 6% Debs. @ Tls. 80.00
Ayer Tawah Tls. 20.50
Shanghai Docks Tls. 131.00 March
Shanghai Docks Tls. 137.00 June
Kungyik Cotton Tls. 17.00
Laou Kung Mow Cotton Tls. 146.00

Sharebrokers' Association Transactions

Shanghai, March 8, 1919.
BUSINESS DONE

Unofficial

New Engineering Tls. 23.00 March
Langkats Tls. 23.75 March
Kungyik Cotton Tls. 17.75 June

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART,
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000
Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YOA YU,
Manager

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
Hon. Mr. P. H. Holyoak Chairman.
G. T. M. Edkins Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay Esq.
Hon. Mr. D. Landale.
E. D. Parr Esq.
W. L. Pattenden Esq.
J. A. Plummer Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County and Westminister Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	**55,000,000**
Reserve Fund	**26,960,000**
	Kug. Tls.
Capital Contributed by the Chinese Government ..	**3,500,000**
Reserve Fund	**1,750,000**

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Harbin	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent

SHU CHIN MIH, Sub-Manager.
SHEN CHU HSU, Manager.
O. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中華銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	

Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits ...U.S. $2,118,579.84

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid .....H.$2,000,000.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 21st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING

Over 60 Branches and Agencies at principal cities and commercial centers in China.

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Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 24,300,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
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SHANGHAI BRANCH
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Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74 RUE ST. LAZARE, PARIS.

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In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 659,000

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London Joint Stock Bank, Ltd.

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Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up)..... $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

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Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouverneur: Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Rseerve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
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London Bankers:
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Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

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66 Liberty Street, New York

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Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Siccawei Weather Report

Saturday, March 8, 1919.

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. inches .	29.75	29.82
Variation for 24 hrs. .	—0.24	—0.15
Variation for 12 hrs. .	—0.05	—0.00
Wind—Direction	SSE	SE
Wind—Miles per hour	8.1	10.6
Temperature (Fahr.) .	52°0	54°7
Humidity	93	99
Nebulosity 0-10	10	9
Rainfall inches	—	0.46

7.—Overcast and misty weather in our regions, some rain at the mouth of the Yangtsze. Low pressures centres developing all along the 120th meridian. High pressures in Korea.

8.—Thunderstorm at Shanghai. The barometers have considerably fallen during the night and began to rise at about 5.30 a.m. Heavy mist or fog with Northerly squalls and showers in our regions.

The World In Flux -:- By E. J. Dillon

(*Fortnightly Review*)

Massive popular emotions have been awakened by the calamities and disillusions of the war which offer a grateful soil to the germs of democratic universalism with which the air is everywhere saturated. The awakening has been rude and thorough, and the ideas and aspirations of the peoples are so whetted and developed by its causes that conceptions which a few years back were scoffed at as Utopian are now integral parts of the programs of great political groups. The apparently impossible would thus seem to have become feasible and remote ideals realisable in view of the wonder-working uprising of social energy throughout the world. The peoples having felt the pulse of humanity and resolved to put an end to their own disabilities, now turn to the future with a wistful sense of something mighty to be achieved in the equalising of classes and the humanising of international relations by breaking down barriers that sunder and creating agencies that unite. The void left by moral exhaustion, disgust for dead enthusiasms, and contempt of the ghostly faiths that once radiated moral force and energy has to be filled by new ideals to be embodied in social, economic, and political institutions.

Although primarily political the war caused an upheaval which has numerous aspects and cuts deep into all the relations of man to man. For one thing the economic order will be revolutionised, and through it the whole social system will be radically remodelled—one hopes with due gradation. The ultimate goal of this set tendency is doubtless the equalisation of life-conditions for all, and it is sincerely to be hoped that in none of its intermediate stages shall we witness the first suddenly made last and the last first, as in the Soviet republic of Russia. For the debt arising from the cost of the war will shift most property, dispossessing first the wealthy and then the well-to-do until in some States an approach to a dead-level may be reached. The tendency to whittle away private ownership is strengthened by the argument that all property at present held owes its escape from destruction to the tremendous sacrifices made by the entire community, and has thus, as it were, been created by it anew. Moreover, this tremendous effort has imposed upon the State a formidable burden in the shape of expenditure for pensions, reconstruction, higher wages, shorter hours, and the service of the crushing national debt. The State is deemed to have thus acquired a right to participate in all sources of wealth and to check all waste, not only in its production, but also in its disposal. Again, many of the things which were heretofore the concerns of private merchants or business houses having, during the past four years, been employed as weapons in the war, are provisionally socialised and even internationalised. The distribution, transport, and payment of raw stuffs in Northern Russia, for example, have completely undergone this change, which will doubtless be experienced quite as fully in the defeated countries later on. That this measure may in some instances be adopted definitively and be ultimately applied to the amelioration of the human race is, to my thinking, a foregone conclusion. For the available food and raw supplies of the world are, and will for some time continue to be, inferior to the demand. Rationing must therefore go on; and having been begun as an economic expedient, may finally be employed as a racial cathartic.

The form and contents of commercial treaties will also, as a corollary of the dimmished purchasing price of money, be altered considerably. For the Governments of the worsted peoples may feel themselves compelled by the impecuniosity of their subjects to check imports and admit only what is peremptorily needed for food and manufacturing industries. As in some cases prices may also be fixed, international trade between those countries will be regulated, not by the interests of merchants or the wants of the individual, but by the exigencies of the community. And the example of the Teutonic peoples may tempt their conquerors to follow it. Thus latter-day States will tend to become democratic in the usual sense of the word, with some approach to equal justice, equal opportunities, equal rights and duties for all, but also with the subordination of economic affairs to the interests of the community, on the ground that unrestricted freedom of trade is as fruitful a source of ill-gotten gains and injustice as the hereditary possession of land.

But these changes would be all overshadowed by those which many yearn for and some few anticipate in the political sphere as a result of President Wilson's proposals for a league of nations and for all that that involves. The difficulties which beset the execution of this grandiose conception are not now encountered for the first time. Long ago they perplexed more eminent statesmen than those who are entrusted with the world's destinies to-day, and they frustrated endeavors which, proceeding from convictions presumably as deep as theirs, were no less well-meant. The calamities let loose by the war and the present temper of the nations have merely quickened the disputes about the feasibility of any such project into fesh vitality and divided the world into two unequal camps. We are shortly about to witness the rolling of the redoubtable forces which have been gathering during the past four years against militarism and political and economic thraldom, national and international. But whatever the immediate result, it is unlikely that the peoples will go on playing the part of contemplative onlookers, for the destinies of the world no longer hang upon a single person, but on ideas and the soil on which these have fallen.

The task of legislating for the security, prosperity, and welfare of the nations of Europe has been tackled more than once in modern times, but, left to professional diplomatists and politicians, was miserably botched. Thus in Utrecht, in 1713, after the war of the Spanish Succession, European statecraft came to the conclusion that the most solid groundwork on which the Society of Nations could be then built up was the balance of power and a corresponding allotment of its sources. This necessitated annexations, the strategic rectification of frontiers, the formation of buffer States, and other expedients which contained within themselves the germs of future wars. Certain of the effects of that system were among the contributory causes of the French Revolution. None the less, the system has been religiously upheld ever since.

The next attempt to establish peace on a durable basis came from the Congress of Vienna a little over a hundred years later in 1814. The statesmen who legislated for Europe on that historic occasion attacked the problem from a different side. Turning from a mechanical to a moral solution, they decided to establish European society on foundations derived from Christian ethics, and they formed the Holy Alliance as a fitting international instrument of this new sodality of nations. But the epithet Holy was a misnomer. There was nothing holy about the spokesmen of the five Powers who, in their debates behind closed doors, mistook their conspiracy against the liberties of their respective peoples for a covenant of Christian reformers, and expected the world to accept their estimate. A series of revolutionary movements and armed outbreaks throughout Europe were among the first and least sinister consequences of the Holy Alliance.

One of the most virulent poisons ever poured into a political organism had its source in the next meeting of statesmen to reconstruct the society of nations. The first Hague Conference, which has been extolled to the skies as the genial conception of a highspirited humanitarian, was, as I explained elsewhere, but a cunningly-masked militarist measure and one of the vilest pieces of deception ever practised on trustful humanity. In 1898 Germany had stolen a march on all other Powers by providing her army with new and costly artillery, and both Austria and Russia felt it their duty to make a speedy start in the same direction. But the cost made them hesitate. Russia just then had so many irons in the fire that it was impossible for her without withdrawing some of them to undertake the expense involved in supplying her army with improved heavy guns. The Tsar's War Minister, Kuroptkin, then conceived the crafty idea that the Dual Monarchy should by means of a hoax be induced to abandon or postpone the renovation of her artillery on Russia promising to do the same, and Witte was asked to give his help to the stratagem Now this statesman grudged every kopeck he had to spend on armaments; for his own ideal was peaceful development in the direction of a great continental federation as the half-way house on the road to something still vaster and less compatible with militarism. The example of the United States was ever before his mind. But in the ordinary course of things he dared not publicly moot any such project. Now, however, he saw his chance, and resolved to make the most of it. Although he well knew that whatever he might suggest would be used only as a bait to gull Austria, he decided, in lieu of approaching the State alone, to invite all the Powers of the world to meet together and fix upon some limit to the progressive development of armaments. A general invitation of this nature would not, he urged be open to the same objections as would a secret request made to the Hapsburg Monarchy alone, and as a bait it would be more efficacious. Nicholas II. gladly fell in with the suggestion, had the historic invitation to the Powers of the world issued, and then seriously accepted the apotheosis of which he at once became the object.

Had this proposal connoted a sincere desire to take a perceptible step towards disarmament, its presumptive author would have deserved the panegyrics lavished upon him by mankind. But it was a piece of hypocrisy as dangerous as it was shameless. The danger it involved derived from the delusive hopes it created in the breasts of the millions by whom the burden of taxation was most painfully felt.

These same hopes are now raised again. Will the Versailles Conference fulfil them any better than did the Congress of Vienna or The Hague Conference? One devoutly trusts it will, were it only because of the looming alternative.

Since the year 1914 the Allied peoples have been assured by their rulers that this war would be the last. And now they are holding their Governments to that promise. There is, however, but one way of achieving this: by eradicating the causes that produce armed conflicts. These causes, against which President Wilson's proposals are aimed, consist of imperialistic or racial ambitions; the dismemberment of nations in order to secure strategic frontiers; economic strife; secret diplomacy; military alliances; and the mad competition in armaments. It was with the object of displacing these that the scheme of linking up the peoples of Europe into one great law-abiding community capable of maintaining peace was thought out. That this scheme is feasible must be inferred from the circumstance that it has been deliberately accepted by the responsible statesmen of all the belligerent countries, and that, whether feasible or not, there is no other efficacious means of attaining the wished-for end, is self-evident. Unless, then, the project is embodied in a workable organisation, it will operate as a potent solvent of all the State and social systems of Europe.

But a league of nations is not to be confounded with a league of Governments. The one is mechanical and rests on a mere paper foundation, whereas the other is mainly moral, is grounded on the reciprocal trust of the peoples, and must be organised after the manner of all State systems, with obligatory laws, a supernational tribunal, and adequate sanctions. That in cases where the law is set at naught it should be capable of being enforced will hardly be gainsaid, but whether economic pressure would suffice in the form of a sentence of outlawry pronounced against the recalcitrant, or whether a supernational army is indispensable—has not yet been unanimously settled by the promoters of the scheme. It is my belief that without an army under the direct orders of the Government of the League it would soon prove impossible to uphold the decisions of the tribunal, and that, on the other hand, the co-existence of such a military force with national armaments would condemn the undertaking to utter failure. For this and kindred reasons the Entente statesmen who agreed o work at the realisation of the League of Nations may hereafter repent having given it their approval without first clearly defining the scope, functions, and attributes of the new organism and gauging the nature of the sacrifices it will unavoidably impose on each of its members. And the sacrifices are extremely unequal. For although no State will be called upon to transfer more of its sovereignty to the League than is essential for the purpose of hindering armed conflicts among the members. Even this fraction would necessitate the disbandment of all defensive and offensive forces other than the State police; while the principle of self-determination applied to the lesser peoples, if interpreted broadly and congruously with the general spirit, must lead to the disruption of most composite States. And Germany, being a homogeneous nation, would lose practically nothing, and would gain eight or nine million Austrians, whereas the British Empire would be dismembered. For the League of Nations will dissolve before it can unite. About this dissolvent action there can hardly be two opinions, and unless the promoters are prepared to allow it in all cases which fairly fall under the general principle, even when it involves the disintegration of their own respective States, the general principle ought never to have been endorsed by them. For reservations made by one Government would evoke corresponding reservations on the part of the others and render the whole endeavor futile.

The Legue of Nations then, as conceived by President Wilson, is primarily a solvent. It decomposes mixed communities into their constituent parts, and claims to do away with the need of national armies. Hence no statesman who conscientiously objects to either result should have adopted it as part of his political program. The boons it is expected to confer—the destruction of militarism and the removal of the corresponding financial burdens are the principal—will, it is claimed, far outweight these disadvantages while involving considerable risks. But that any European statesman representing a great composite State would or could agree off hand to the sacrifices and risks involved, is highly improbable. Only the people themselves, of whom Cabinet Ministers are but the trustees, could give the requisite authorisation. And the peoples will not be consulted at the Peace Conference. Alone the Germans, who are a homogeneous nation, are willing, nay eager, to co-operate in establishing a league in which, do what we might, they would soon contrive to secure the preponderance. Those are the only rational grounds on which Entente statesmen could now explain their unwillingness to carry out President Wilson's proposals in practice, after having hailed them in principle.

To argue that the world is not yet ripe for a community system based on the transfer of a part of the sovereignty of each State to a super-State exercising a restricted authority over all, is a tenable thesis, for which forcible arguments could be adduced. The majority of men do not yet realise the necessity of subordinating national interests to those of a larger society for the sake of advantages which may be great but are neither immediate nor certain. They also lack confidence in their neighbors and often in their own official representatives. Mutual trust, goodwill, and the elimination of avoidable causes of chronic discontent are among the conditions requisite to the successful inauguration of Mr. Wilson's grandiose project. And at present these conditions are sought for in vain. Suspicion, jealousy, and hatred characterise the feelings and inspire the mutual relations of the various nations and races—as represented by their official spokesmen. Nor can one affect surprise that the atmosphere is so unfavorable. Could one seriously exhort the Japanese, to take but one example, to harbor and display brotherly or even neighborly feelings towards the peoples who refuse to treat them as equals, and persist in regarding them as men of an inferior race?

The objections grounded on these facts represent formidable standing obstacles. They may, however, eventually be overcome. The peoples of the world are open to argument, accessible to suasion, alive to their true interests. They may be swayed in the right direction by suitable means, but suitable means are persistently eschewed. As a matter of fact, they have never been asked what they think or feel or wish. They are being treated as children who know not what is good for them. Whether a few successful politicians foregathering round a table and deliberating in secret are qualified to clear the ground and build up and set in motion such a vast organisation as that which Mr. Wilson's plan postulates is, to put it mildly, problematical.

The League of Nations conceived as a vast co-operative organisation cannot even be called into being without the zealous collaboration of the peoples who are to be federated. Yet nothing is being done to secure it. On the contrary, the Governments resent criticism, however constructive, maintain close secrecy, and deprecate discussion. And yet they sorely need all the help they can get. For the problem that faces them is perhaps the most intricate and thorny in the history of international politics, and it lies almost wholly outside the narrow sphere. It is almost literally a Sphinx question, failure to solve which will be fatal to State systems, as well as to parties and Cabinets.

Many of the Allied politicians now in power will bring to the conference minds untrammelled indeed by a confusing knowledge of the countries, peoples, statesmen, interests, and ambitions involved, but hardly otherwise fitted for the work. For what they have learned in parliamentary debates, private discussions, and lobby computations are merely the impressions of others, some of whom are even less competent than themselves. They look out upon the Continent and its inhabitants as these are depicted for them on official paper. They remind one of Plato's cave-dwellers who, with their faces ever turned towards the wall and beholding only the blurred and shifting shadows of the beings who glided by behind them, had to form their impressions from these. No wonder that they sometimes speak as if they had the wings of eagles and act as though they had the eyes of owls.

There is one point about the plan of a League of Nations which is not generally realised. It is this. Unless carried out with thoroughness it will be worse than useless. Now the very essence of the scheme consists in the machinery for preventing war, and has two essential parts: a supernational tribunal by which all disputes are to be settled without appeal, even when they turn upon cases which have not been provided for by legislation or by treaties; and a supernational sanction strong enough to compel, if necessary, obedience to the decisions of the tribunal. Without these two agencies there can be no League of Nations. A tribunal alone can accomplish nothing against powerful recalcitrants, unless it commands an armed force to back it. Obviously this supernational army must be much stronger than any of the national forces left standing for the maintenance of internal order. Again, limitation of national armaments would be no adequate solution were it only because there is no fixed standard by which such limitation could be effected. Today the scientific inventor may upset the most careful estimates by producing some particularly destructive gas, explosive, or engine which would confer on his country advantages that would outweigh several army corps, and enable his Government to set at naught any decisions of the tribunal to which it might take exception. If the outlay of money were made the standard of limitation the most careful calculations might be vitiated by a genial discovery in chemistry or invention in some branch of applied science. In a word, the keeping of national armaments within fixed limits as a preventive of war is unsatisfactory because ineffective. Disarmament is indispensable.

On the other hand, no State is as yet prepared to disarm because as things now are it would be suicidal. The passions let loose by this war still burn fiercely. Even when they have subsided they will leave a residue of distrust which will not soon be dispelled. The first step towards a League of Nations, therefore, is mutual confidence born of closer intercourse and better knowledge. And nothing has yet been done to promote this intercourse or diffuse the knowledge.

Another matter worth considering is that the nature of the peace terms and the durability of the new State system will depend to a noteworthy extent on the victors' attitude towards President Wilson's plan. For reconstructions is possible only on the lines of that plan or else by territorial equilibrium. The two cannot be combined. The corollaries of territorial equilibrium guaranteed by strategic frontiers are a standing force to maintain it against the discontented nations, an unequal distribution of the sources of food, raw stuffs and markets, and recourse to secret diplomacy and underground intrigues. The balance obtained on those artificial lines not being stable needs force to maintain it in a form which, however mild, is a preparation for war and a stimulus to secret diplomacy. In other words, the peoples who deem themselves aggrieved will leave no stone unturned to upset the whole arrangement, and the latter state of Europe may well become worse than the former.

(*To be continued in Tuesday's* THE CHINA PRESS)

Amusements

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J. W. Locke's Brilliant Comedy
THE MORALS OF MARCUS

Saturday, 15th
By Special Request the Great War Play
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Tuesday, 18th
The Screaming Farce
THE GLAD EYE

Wednesday, 19th
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Thursday, 20th
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Friday, 21st
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MARGUERITE CLARK
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TODAY
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The Film Sensation of the Season
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EIGHT PARTS

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Today at 3.45 p.m.

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SUNDAY
Matinee and Evening
"THE MYSTERY SHIP"
11th and 12th Episodes
and
"THE HOUSE OF HATE"
12th Episodes

Monday, 10th March
"THE HOUSE OF HATE"
13th, 14th and 15th Episodes.
Six Parts.

Shanghai Hebrew Relief Society
Purim Fancy Dress Ball
(In aid of Jewish Siberian Refugees and Local Charities)
ASTOR HOUSE HOTEL
Monday, March 17th, at 9.30 p.m.
$3.00 including Supper
Tickets may be obtained from members of the Committee or Astor House Hotel.
21493

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AT THE **APOLLO** Monday, March 10th, 11th & 12th

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His old man threw him out of doors because he was wild, so he went to work and won a mighty pretty girl and cleaned up a gang of bad man, just to prove he had the right stuff in him. That's

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a delightful play that simply adds more proof to the old adage "You can't keep a good man down."

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IN — *THE STARS OF BROADWAY* — IN
A GREAT FIVE PARTS "SCREEN CLASSIC"

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The Management beg to announce the
Special Engagement
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Celebrated Hawaiian Musician and Rag-Time Singer
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Who will perform during and after Dinner
From March 8th to March 16th

A Special Dinner will be served
Tonight from 7 till 9.30 p.m.
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The Banvard
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GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **K'angfoo,** Captain Johannessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangyu,** Captain F. Carleson, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-**Luenho,** tons 2,868, Captain Jackson, China Steam Navigation Co.'s Str. will leave on **Monday, March 10,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Talee Maru,** Captain G. Kawamura, will be despatched from N.Y.K. Mail Wharf on **Monday, March 10,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo,** tons 2,671, Captain Smith, will leave on **Tuesday, March 11,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang,** Captain Carnaghan, will leaev from the French Bund on **Tuesday, March 11,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Suiyang Maru,** Captain S. Kusakari, will be despatched from N.K.K. Pootung Wharf on **Tuesday, March 11,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Str. **Fengyang Maru,** Captain S. Takano, will be despatched from N.Y.K. Mail Wharf on **Wednesday, March 12,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tungting,** Captain A. Torrible, will leave from the French Bund on **Wednesday, March 12,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo,** tons 2,664, Captain Gibb, will leave on **Thursday, March 13,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo,** tons 3,770, Capt. Campbell, will leave on **Friday, March 14,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin,** Captain H. A. Wavell, will leave from the French Bund on **Friday, March 14,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang,** Captain Pickard, will leave on **Saturday, March 15,** at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Chenan,** Captain H. E. Layer, will leave from the French Bund on **Sunday, March 9,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Aegnts French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Mexico Maru,** Captain K. Komiya, will be despatched from the Co.'s Yangtszepoo Wharf on **Sunday March 9.** The steam-launch conveying passengers on board will leave the Custom jetty on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Nos. Central 4234 & 4235.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking,** Captain A. Stott R. N. R. will leave from the French Bund on **Monday, March 10,** at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean,** Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Wednesday, March 12,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The Str. **Kwangtee,** Captain A. P. Sangster, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning,** Captain W. L. Jones, will leave from the French Bund direct for the above ports on **Thursday, March 13,** at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Yingchow,** Capt. E. B. Simons, will leave from the French Bund on **Sunday, March 16,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru,** Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, March 24,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 3234 & 4235.

For Northern Ports

NEWCHWANG.—The Str. **Toonan,** Captain C. Taylor, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien,** Captain McIntosh, will leave from the Standard Oil Company's Lower Pootung Wharf on **Sunday, morning, the 9th inst.** For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN & DAIREN.—The Steamer **Kohoku Maru,** Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, March 10,** at ——— The steam-launch conveying passengers on board will leave the jetty in front fo the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel No. Central 4234 & 4235.

TIENTSIN.—The Str. **Hsinming,** Captain Mackenion, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

NEWCHWANG.—The Str. **Hsinchang,** Captain Wm. Munro, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI & CHEFOO.—The China Navigation Co.'s Chartered Steamer **Hwahkuei,** Captain Hiraoka, will leave on **Tuesday, March 11,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow,** Captain Harris, will leave from the French Bund on **Wednesday, March 12,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & DALNY.—The China Navigation Co.'s Str. **Wenchow,** Capt. A. McDowell, will leave on **Wednesday, March 12,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

For Foreign Ports

MARSEILLES.—The Str. **Luzon Maru,** Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of **Mar.** at ——— For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Alps Maru,** Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy on the end of March. For freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Nos. Central 4234 & 4235.

LONDON.—The Str. **Andes Maru,** Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund Tel. No. Central 4234 and 4235.

TAKOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru,** Captain I. Hamada, will be despatched on **Tuesday, April 8.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru,** Captain N. Kobayashi, will be despatched on **Thursday, April 17.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment at ——— on the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 and 4235.

Sailed from Shanghai

For San Francisco

China	Feb.	10
Tecumseh	Feb.	12
Tenyo Maru	Feb.	19
Colombia	Mar.	1
Stanley Dollar	Mar.	7
Shinyo Maru	Mar.	8

For Seattle

Katori Maru	Feb.	1

For Tacoma

Grayson	Feb	15
Africa Maru	Mar.	6

For Vancouver

Melville Dollar	Feb.	7
Harold Dollar	Feb.	26

For London, etc.

Glenavy	Feb.	17
Mishima Maru	Feb.	17
Teiresias	Feb.	18
Kitano Maru	Mar.	3
Celebes Maru	Mar.	8
Hyson	Mar.	8
Glenlffer	Mar.	8

For Liverpool

Sado Maru	Feb.	19
Agamemnon	Feb.	19

For Marseilles:

Porthos	Feb.	1

For Naples, etc.,

Roma	Feb.	2

For Europe

Tajima Maru	Feb.	7

For Port Said

Kwazan Maru	Feb.	17

For Bombay

Dunera	Feb.	10

For Saigon

City of St. Helens	Mar.	8

Shipping Items

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Sulyang Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Tungting left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Kokura Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachi Maru left Hankow for Shanghai yesterrday.

The N.Y.K. s.s. Kasuga Maru will leave Nagasaki for Shanghai today and may be expected to arrive on Tuesday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The Blue Funnel s.s. Eurylochus left Singapore for Hongkong and Shanghai on Wednesday.

The M.M. s.s. Andre Lebon, with the French mails of January 25, left Hongkong for Shanghai yesterday at 4 p.m. and may be expected to arrive on Tuesday at daylight.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai on Tuesday.

The P.M. s.s. Venezuela left Honolulu on February 25 and is due at Kobe tomorrow and in Shanghai on Friday, March. 14 She will leave for Hongkong via Manila on Saturday.

The C.M. s.s. Nanking left San Francisco on February 22 and is expected to arrive in Shanghai on March 16 and will leave for Manila via Hongkong the same day.

The T.K.K. s.s. Shinyo Maru left Shanghai for San Francisco via Japan ports and Honolulu yesterday.

Launch Services

TOMORROW

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

Friday, March 14, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 3 p.m.

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 8 a.m.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Sulyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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Agents, 21-23 French Bund.

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For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	April —	S.S. Venezuela	Mar. 15
S.S. Ecuador	April 26	S.S. Ecuador	April 5
S.S. Colombia	May 24	S.S. Colombia	May 3

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Mar. 12	S.S. Colusa	May 1
S.S. Santa Cruz	April —		

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OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
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SAILINGS FROM SHANGHAI
(Subject to Alteration)

		arr.	leave
FOR LONDON AND MARSEILLES (Via Hongkong and Singapore).			
CELEBES MARU (12,000 tons)	Capt. T. Nemoto,	Mar. 6	Mar. 8
*ALPS MARU ....(15,000 tons)	Capt. T. Yamaguchi.	Mar. 22	Mar. 23
*ANDES MARU ...(15,000 tons)	Capt. K. Saito,		April
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama. In connection with the Chicago, Milwaukee and St. Paul Ry.		arr.	leave
AFRICA MARU ...(18,000 tons)	Capt. H. Yamamoto.	Mar. 4	Mar. 5
ARABIA MARU (18,000 tons)	Capt. S. Hamada,	Apr. 7	Apr. 8
MANILA MARU. (20,000 tons)	Capt. N. Kobagashi.	Apr. 14	Apr. 17
FOR HONGKONG			
MEXICO MARU ..(12,000 tons)	Capt. K. Komiga,	Mar. 8	Mar. 9
FOR NORTH CHINA PORTS (Tsingtao and Dairen).			
KOHOKU MARU. (5,000 tons)	Capt. M. Tsubaki,	Mar. 8	Mar. 10
FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).			
KOHOKU MARU. (5,000 tons)	Capt. M. Tsubaki,	Mar. 23	Mar. 24

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA,
Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

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EMPRESS OF RUSSIA
Shanghai to Vancouver—MARCH 15th
Subsequent Sailings from Shanghai

For Vancouver via Nagasaki, Kobe and Yokohama		For Hongkong via Manila	
Empress of Japan	Mar. 22	Empress of Asia	Mar. 15
Empress of Asia	Mar. 29	Empress of Russia	Apr. 12
Monteagle†	Apr. 8	Empress of Japan*	May 6
Empress of Russia	Apr. 26	Empress of Asia	May 10
Empress of Japan	May 17	Monteagle*	May 31
Empress of Asia	May 24	Empress of Russia	June 6

†Monteagle calls at Moji

*Monteagle and Empress of Japan proceed direct to Hongkong.

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G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

T. K. K.

SHANGHAI BRANCE OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SHINYO MARU	For San Francisco	March 8
TENYO MARU	For San Francisco	May 6
SHINYO MARU	For San Francisco	May 24

FOR HONGKONG DIRECT

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SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	APRIL	6 h
S.S. "CHINA"	APRIL	27th

*S.S. "Nanking" does not call at Nagasaki.

FOR MANILA VIA HONGKONG

S.S. "NANKING"	MARCH	16th
S.S. "CHINA"	APRIL	9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
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For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
INABA MARU	12,500	Capt. U. Tanaka,	March 17
KITANO MARU	16,000	Capt. M. Makamura,	March 31

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	April 1
SUWA MARU	21,000	Capt. R. Shimidzu,	May 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. K. Itsuno,	March 14
YOMASHIRO MARU	7,000	Capt. Y. Nakajima,	March 21
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	March 25

MOJI, KOBE AND OSAKA LINE

KOKURA MARU	4,500	Capt. S. Ito,	March 12
TAKESHIMA MARU	4,500	Capt. R. Arakida,	March 15
OMI MARU	7,000	Capt. R. Ozaki,	March 19
KUMANO MARU	9,500	Capt. S. Saito,	March 22

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	March 15

FOR JAPAN

SHIDZUOKA MARU	12,500	Capt. S. Kichimoto,	Mar. 25

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidau,	April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. S. Nishimura,	Mar. 26
NIKKO MARU	10,000	Capt. M. Yamazaki,	April 23
AKI MARU	12,500	Capt. F. E. Cope,	May 21

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

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CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

November 20th, 1918, and until further notice

Express 5.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. a.
1643	300	0	dep. Peking arr.	2230	1980	1090
1905	585		arr. Tientsin-Central dep.	1984	1700	750
1921	640	84	dep. Tientsin-Central arr.	1930	1638	710
1948	650		arr. Tientsin-East dep.	1920	1645	700
..	2316	524	arr. Mukden dep.	2304	..	1040

Local 5.	Mail 3. B. a.			Tientsin-Pukow Line		Mail 4. B. a.	Local 6.
715	2115	—	0	dep. Tientsin-East arr.	—	624	1612
725	2135	—		arr. Tientsin-Central dep.	—	615	1602
745	2145	—	2.71	dep. Tientsin-Central arr.	—	600	1547
1113	121	—	78	dep. Tsangchow dep.	—	139	1231
1447	419	—	143	dep. Tsehow dep.	—	2147	938
1801	732	—	—	arr. Tsinanfu dep.	—	1749	640
7.	:	—	220	:	—	:	8.
826	815	—	—	dep. Tsinanfu arr.	—	1738	1613
1049	1041	—	266	dep. Tsinanfu dep.	—	1452	1542
1300	1318	—		arr. Yanchowfu dep.	—	1152	1311
1315	1338	—	318	dep. Yanchowfu arr.	—	1146	1248
1558	1657	—	377	dep. Lincheng dep.	—	846	1052
1818	1835	—	—	arr. Hsuchowfu dep.	—	630	810
9.	:	—	420	:	—	:	10.
650	1855	—	—	dep. Hsuchowfu arr.	—	545	2057
1156	2328	—		arr. Pengpu dep.	—	050	1442
1206	2346	—	522	dep. Pengpu arr.	—	030	1422
1657	432	—	600	dep. Chuchow dep.	—	2023	903
1848	600	—	681	arr. Pukow dep.	—	1830	720

Fast 6.				Shanghai-Nanking Line	Fast 5.
720			0	dep. Nanking-Ferry arr.	1625
1420			193	arr. Shanghai-North dep.	910

Yanchowfu-Tsaocheng Branch Line					Lincheng-Tsaochuang Branch Line				
930	1350	2130	d. Yanchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1458	2238	a. Tsaocheng d.	522	1125	1850	638	1219	1908	a. Tsaocheng d.	708	1308	1958

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 | — train runs on Thursday only. 230 | — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.
B — train has buffet car with regular meal service
S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.
THE TRAFFIC MANAGER.
Tientsin, November, 1918.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before **5 p.m. on Friday**

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$700 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$410 B.
North China	Tls. 123 B.
Union of Canton ...	$850
Yangtsze	$225 B.
Far Eastern Ins. Co., Ltd.	Tls. 20 S.
Fire Insurances	
China Fire	$175 B.
Hongkong Fire	$355
Shipping	
Indo-China Def	$160
Indo-China Pref...	
"Shell"	162/6
Shanghai Tug (o) ..	Tls. 35
Shanghai Tug (f) ...	Tls. 35½ B.
Mining	
Kaiping	Tls. 10½ B.
Oriental Cons	21/-
Raub	$2 B.
Docks	
Hongkong Dock	$160 B.
Shanghai Dock	Tls. 130 B.
New Eng. Works ...	Tls. 23 B.
Wharves	
Shanghai Wharf ...	Tls. 90 B.
Hongkong Wharf	$116 B.
Lands and Hotels	
Anglo-French La" .	Tls. 79 B.
China Land	Tls. 80
Shanghai Land	Tls. 70 B.
Weihaiwei Land	Tls. 9
Shanghai Hotels Ltd.	$15 B.
China Realty (ord.).	Tls. 68
China Realty (pref.)	Tls. 80
Cotton Mills	
E-wo	Tls. 205 B.
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 145 B.
Oriental	Tls. 70
Shanghai Cotton	Tls. 164 B.
Kungyik	Tls. 17 B.
Yangtszepoo	Tls. 9 B.
Yangtszepoo Pref. ...	Tls. 80
Industrials	
Butler Tilles	Tls. 25
China Sugar	$118 B.
Green Island	$8.90 B.
Langkats	Tls. 23½ NCI
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 120 B.
Stores	
Hall and Holts	$13 B.
Llewellyn	$30
Lane, Crawford	$95 B.
Moutrie	$32
Watson	$6.10 B.
Weeks	$12½ B.
Rubbers (Local)	
Aima	Tls. 8 B.
Amherst	Tls. 0.60 B.
Anglo-Java	Tls. 8½ B.
Anglo-Dutch	Tls. 8½
Ayer Tawah	Tls. 20½
Batu Anam 1913 ..	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.60
Chemor United	Tls. 1 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2.50 B.
Dominion	Tls. 6½
Gula Kalumpong ...	Tls. 6½
Java Consolidated ..	Tls. 14½
Kamunting	Tls. 4½ B.
Kapala	Tls. 0.50 B.
Kapayang	Tls. 16
Karan	Tls. 8½
Kota Bahroe	Tls. 5½ B.
Kroewoek Java	Tls. 16
Padang	Tls. 9½ B.
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.75 B.
Samagaga	Tls. 0.60 B.
Seekee	Tls. 1 B.
Semambu	Tls. 0.90 B.
Senawang	Tls. 8 B.
Shanghai Klebang ..	Tls. 0.60 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang ...	Tls. 1 B
Sungala	Tls. 1
Sungei Duri	Tls. 8½ B.
Sua Manggis	Tls. 4 B.
S'hai Kalantas	Tls. 0.50
Shanghai Seremban ..	Tls. 0.50 B.
Taiping	Tls. 11 B.
Tanah Merah	Tls. 0.90 B.
Tebong	Tls. 15 B.
Ulobri	Tls. 2½
Ziangbe	Tls. 5
Miscellaneous	
C. I and E. Lumber..	Tls. 250 B.
Culty Dairy	Tls. 12
S'hai Elec. and Asb...	83
Shanghai Trams	Tls. 72 B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 85
Shanghai Mercury ...	Tls. 50
Shanghai Telephone.	Tls. 77 B.
S'hai Waterworks ...	Tls. 170

S. Sellers. Bs. Sales. B. Buyers.

Telephone No. Central 395

Benjamin & Potts, 8 Jinkee Road

Silk Market

In their report for week ending March 7 Messrs. William Little and Co. write as follows:

White Silk.—The market continues devoid of interest. Business is practically impossible owing to the continuous very heavy delay in cables both with Europe and America.

Yellow Silk.—Quite a good business has continued for Bombay and the market is firmer all round.

Steam Filatures have been in request but business is not general.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar. —	—	New York via Panama	Bloemfontein	Br.	J. M. & Co.
Mar. 13	—	New York via Panama	Bolton Castle	Br.	D. & Co. Ltd.
Mar. 22	—	Vancouver	E. of Japan	Br.	C.P.O.S.
Mar. 29	—	Vancouver	E. of Asia	Br.	C.P.O.S.
Mar. 20	—	San Francisco	Kina	Am.	R.D. Co.
Apr. 1	—	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.
Apr. 1	—	Tacoma	Justin	Am.	B.A.T. Co.
Apr. 2	—	San Francisco	Tancred	Am.	R.D. Co.
Apr. 6	—	San Francisco	Nanking	Am.	C.M.S.S. Co.
Apr. 6	—	Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
Apr. 8	—	Vancouver	Montcalm	Br.	C.P.O.S.
Apr. 15	—	Vancouver	Bessie Dollar	Br.	R. D. & Co.
Apr. 17	—	Tacoma, etc.	Manila Maru	Jap.	O. S. K.
Apr. 26	—	Vancouver	Empress of Russia	Br.	C.P.O.S.
Apr. 27	—	San Francisco	China	Am.	C.M.S.S. Co.
Apr. 28	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
Apl. —	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.
May 9	—	Seattle, etc.	Suwa Maru	Jap.	N. Y. K.
May 6	—	San Francisco	Tenyo Maru	Jap.	T. K. K.
May 24	—	San Francisco	Shinyo Maru	Jap.	T. K. K.

FOR JAPAN PORTS

Mar. 13	—	Moji, Kobe & Osaka	Kokura Maru	Jap.	N. Y. K.
Mar. 14	—	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
Mar. 15	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
Mar. 19	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Mar. 21	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.
Mar. 22	—	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Mar. 25	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N. Y. K.
Mar. —	—	Kobe	Shidzuoka Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

———	—	Liverpool	Hector	Br.	B. & S.
———	—	Marseilles	Luzon Maru	Jap.	O. S. K.
Mar. —	—	London, etc.	Novara	Br.	P. & O.S.N. Co.
Mar. —	—	Liverpool	Atreus	Br.	B. & S.
Mar. —	—	Antwerp	Tauruga Maru	Jap.	N.Y.K.
Mar. 10	—	Bombay	Dilwara	Br.	P.&O.S.N. Co.
Mar. 14	—	London	Bendoran	Br.	G.L. & Co.
Mar. 17	—	Liverpool, etc.	Inaba Maru	Jap.	N. Y. K.
Mar. 20	—	London	Pyrrhus	Br.	B. & S.
Mar. 28	—	Liverpool, etc.	Antilochus	Br.	B. & S.
Mar. 31	—	London, etc.	Kamo Maru	Jap.	N. Y. K.
Mar. —	—	London, etc.	Alps Maru	Jap.	O. S. K.
Mar. —	—	Marseilles	Andre Lebon	Fr.	M.M.
Apr. 5	—	Liverpool	Elpenor	Br.	B. & S.
Apr. 6	—	London, etc.	Nellore	Br.	P.&O.S.N. Co.
Apr. 10	—	London	Cardiganshire	Br.	Glen Line
Apr. 17	—	London	Agapenor	Br.	B. & S.
Apr. 17	—	London	Laomedon	Br.	B. & S.
Apr. 22	—	London	Carnarvonshire	Br.	Glen Line
Apr. 22	—	London	Carmarthenshire	Br.	Glen Line.
Apr. —	—	London	C. of Bristol	Br.	J.M. & Co.
Apr. —	—	London, etc.	Andes Maru	Jap.	O. S. K.
May —	—	London	C. of Colombo	Br.	J.M. & Co.

FOR SOUTHERN PORTS

Mar. 9	D.L.	S'tow, H'kong & C'tou	Wingsang	Br.	J.M. & Co.
Mar. 9	D.L.	Swatow & Hongkong	Chenan	Br.	B. & S.
Mar. 9	—	Hongkong	Mexico Maru	Jap.	O. S. K.
Mar. 10	4.00	Ningpo	Hsin Peking	Br.	B. & S.
Mar. 10	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
Mar. 11	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Mar. 11	—	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Mar. 12	D.L.	Hongkong & Canton	Tean	Br.	B. & S.
Mar. 12	D.L.	Amoy, H'kong & Canton	Sunning	Br.	B. & S.
Mar. 13	—	Hongkong via Manila	Venezuela	Am.	P.M.S.S. Co.
Mar. 14	—	Manila via Hongkong	Nanking	Am.	C.M.S.S. Co.
Mar. 14	D.L.	Swatow & Hongkong	Yingchow	Br.	B. & S.
Mar. 16	—	Hongkong & Manila	Nanking	Am.	C.M.S.S. Co.

FOR NORTHERN PORTS

Mar. 9	—	Newchwang	Toonan	Chi.	C.M.S.N. Co.
Mar. 9	3.00	W'wei, Chefoo & T'tsin	Fengtien	Br.	B. & S.
Mar. 10	—	Tientsin & Dairen	Kohoku Maru	Jap.	O. S. K.
Mar. 11	—	Tsingtao	Tencho Maru	Jap.	S. M. R.
Mar. 11	D.L.	Weihaiwei & Chefoo	Hwahkuei	Chi.	B. & S.
Mar. 11	6.00*	Dairen	Sakaki Maru	Jap.	S.M.R.
Mar. 11	—	Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Mar. 11	—	Newchwang	Hainchang	Chi.	C.M.S.N. Co.
Mar. 12	10.00*	W'wei, Chefoo & T'tsin	Tungchow	Br.	B. & S.
Mar. 12	D.L.	Chefoo & Dalny	Wenchow	Br.	B. & S.
Mar. 13	—	Tsingtao	Yekishin Maru	Jap.	S. M. R.
Mar. 14	9.00*	Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R.
Mar. 14	3.00	Vladivostock	Penza	Rus.	R.V.F.

FOR RIVER PORTS

Mar. 9	M.N.	Hankow, etc.	Klangtoo	Chi.	C.M.S.N. Co.
Mar. 10	M.N.	Hankow, etc.	Talee Maru	Jap.	N.K.K.
Mar. 10	M.N.	Hankow, etc.	Luenho	Br.	J. M. & Co.
Mar. 10	M.N.	Hankow, etc.	Klangyu	Chi.	C.M.S.N. Co.
Mar. 11	M.N.	Hankow, etc.	Sutyang Maru	Jap.	N.K.K.
Mar. 11	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Mar. 11	M.N.	Hankow, etc.	Suiwo	Br.	J.M. & Co.
Mar. 11	D.L.	Hankow & Swatow	Kweilin	Br.	B. & S.
Mar. 12	M.N.	Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
Mar. 12	M.N.	Hankow, etc.	Tungting	Br.	B. & S.
Mar. 12	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Mar. 14	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Mar. 14	M.N.	Hankow, etc.	Yohyang Maru	Jap.	N.K.K.
Mar. 14	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
Mar. 15	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag Agents
Mar. 8 —	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Mar. 8 —	Hongkong	Shinyo Maru	Jap. T. K. K.
Mar. 8 —	Japan	Seiho Maru	Jap.
Mar. 8 —	River ports	Woosung	Br. B. & S.
Mar. 8 —	River ports	Lutenho	Br. J. M. & Co.
Mar. 8 —	River ports	Talee Maru	Jap. N.K.K.
Mar. 8 —	River ports	Meifoo	Am. Socony.
Mar. 8 —		Chienan	Chi. T. W. C.
Mar. 8 —	Tsingtao	Nagata Maru	Jap.

Departures

Date	For	Ship's Name	Flag Agents
Mar. 8 —	River ports	Loongwo	Br. J. M. & Co.
Mar. 8 —	River ports	Luenyi	Br. B. & S.
Mar. 8 —	Weihaiwei, ports	Koonshing	Br. J. M. & Co.
Mar. 8 —	Wenchow	Haean	Chi. C.M.S.N. Co.
Mar. 8 —	Saigon	C. of St. Helens	Am.
Mar. 8 —	London, ports	Celebes Maru	Jap. O. S. K.
Mar. 8 —	Cruise	Liuhsing	Chi. Customs
Mar. 8 —		Hsintah	Chi. C.M.S.N. Co.
Mar. 8 —	Foochow	Hsinchi	Chi. C.M.S.N. Co.
Mar. 8 —	Japan	Chikugo Maru	Jap. N. Y. K.
Mar. 8 —	London, ports	Glenaffer	Br. Glen Line
Mar. 8 —	San Francisco, ports	Shinyo Maru	Jap. T. K. K.
Mar. 8 —	Japan	Kumano Maru	Jap. N.Y.K.
Mar. 8 —	Ningpo	Kiangteen	Chi. C.M.S.N. Co.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
WTW	———		Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Cahoto	It. gun-boat
———	———		Kiangsi	Chi. gun-boat
———	———		Litchoan	Chi. gun-boat
———	———		Tsoutai	Chi. Cruiser
———	———		Kansien	Chi. gun-boat
———	———		Lienkien	Chi. gun-boat
B N B	Nov. 8		Kinsha	Br. gun-boat
———	Nov. 15		Chienan	Chi. gun-boat
———	Nov. 11		Fukong	Chi. gun-boat
8 P.	Dec. 21		Quiros	Am. gun-boat
9 P.	Jan. 17		Saga	Jap. gun-boat
M M B	Feb. 11		Wilmington	Am. gun-boat
8 P.	Feb. 21		Villalobos	Am. gun-boat
O D W	Feb. 21		Scarab	Br. gun-boat
B I I	Mar. 6		Suffolk	Br. Cruiser
B I I I	Mar. 6		Tokiwa	Jap. Cruiser
B X I I	Mar. 6		Aduma	Jap. Cruiser
9 P.	Mar. 9		Toba	Jap. gun-boat

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 9, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo.....	Fengtien	14.00	..	..	..	..	13.30
Hongkong and Canton	Mexico Maru						
Tomorrow.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo.....	Hwahkuei	21.00	17.00	..	..	..	21.00
H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez	Dilwara	..	A16.00	..	..	..	15.30
Dalny	Sakaki Maru	19.00	..	..	..	..	18.30
Hongkong and Canton	Kwanglee	21.00	..	..	..	..	21.00
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Dilwara	17.00	..	..	..	..	16.30
Tientsin	Train	..	17.00	..	..	..	..
Hankow	do	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tuesday, March 11.							
Japan & America	Kokura Maru	19.00	..	..	..	..	18.30
Chefoo	Wenchow	21.00	17.00	..	..	..	21.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong	Tean	..	17.00	..	..	..	..
Hongkong and Canton.....	Tean	21.00	..	..	..	..	21.00
Japan Ports	Kokura Maru	..	17.00	..	..	..	..
Wednesday, March 12.							
Amoy and Hongkong	Sunning	..	17.00	..	..	..	..
Amoy, Hongkong & Canton..	Sunning	21.00	..	..	..	..	21.00
Weihaiwei, Chefoo & Tientsin	Tungchow	..	9.00	..	..	..	..
Thursday, March 13.							
Japan Ports	Kasuga Maru	..	17.00	..	..	..	..
Friday, March 14.							
Nagasaki and Vladivostock..	Penza	..	14.00	..	..	..	13.30
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	E. of Russia	..	17.00	..	..	..	17.00
Saturday, March 15.							
Swatow and Hongkong.....	Yingchow	..	17.00	..	..	..	..

A Parcel 3:30 p.m.

A Parcel 5 p.m.
B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.
E Registered articles 5 p.m. on previous day.

Ordinary mails for Tientsin, Peking, Hankow, etc. will close daily at 8 a.m.; express mails at 8:30 a.m.; registered mails at 8 p.m.

DICTIONARIES THAT STUDENTS SHOULD KEEP

The Commercial Press, Limited

C-453 Honan Road Shanghai, China

SALES OFFICE

During the past few weeks thousands of students swarmed to our Sales Office to buy the latest published foreign school textbooks, imported from America and England, the very low prices having attracted their patronage.

Now we think that they will have to come to us in big crowds again, for we have just received large shipments of popular, standard, and useful DICTIONARIES, NOMENCLATURES and ENCYCLOPEDIAS.

The prices are fixed unusually low owing to the favorable rate of exchange available just now.

Though the shipments are large, there has always been a vast demand for such books.

PLEASE COME AND MAKE YOUR CHOICE, OR YOU WILL BE TOO LATE.

		Less 25%
Webster:	Primary School Dictionary	Mex. $ 1.20
„	Elementary School Dictionary	2.25
„	Common School Dictionary	1.80
„	High School Dictionary	2.40
„	Secondary School Dictionary	2.75
„	Academic Dictionary	3.75
„	Collegiate Dictionary (Paper)	7.50
„	Collegiate Dictionary (Sheep)	10.00
„	Handy Dictionary	.48
„	Little Gem Dictionary (Cloth)	.63
„	Little Gem Dictionary (Kerature)	1.25
„	Little Gem Dictionary (Leather)	1.80
„	Vest Pocket Dictionary	.60
„	Condensed Dictionary	2.00
„	Unabridged Dictionary	12.00
„	New International Dictionary, LATEST EDITION (Buff, Buckram)	20.00
„	New International Dictionary, LATEST EDITION (I. P. Buckram)	31.25
Bacon:	High School Wordbook	1.50
Pitman:	Pocket English Dictionary	.37
Skeats:	Concise Etymological Dictionary	3.24
„	Etymological Dictionary	2.33
Fowlers:	Concise Dictionary	3.24
Jones:	An English Pronouncing Dictionary	4.32
Chamber:	Etymological Dictionary of the English Language	.85
Cassell:	Pocket English Dictionary	.60
MacMillan:	Modern Dictionary of the English Language	1.80
Sargent:	Etymological Dictionary	1.25
Visdetly:	25 Thousand Words Frequently Mispronounced	2.50
Funk:	Foreign Phrases in Daily Use	.63
Roget:	Treasure of English Words and Phrases	1.80
Nares:	Glossary of Words, Phrases, and Allusions	7.56
Kliesser:	Fifteen Thousand Useful Phrases	4.00
Grabb:	English Synonyms Explained	3.24
Rovell:	Complete Dictionary of Synonyms and Antonyms	2.50
Grey:	Dictionary of Synonyms	.54
Stoke:	Cyclopedia of Familiar Quotations	2.52
Weston:	Dictionary of Economics and Banking Terms	1.80
Slater:	Commercial Cyclopedia	15.12
„	Dictionary of World Commercial Products	1.80
Ross:	Technical Scientific Terms	.70
Appleton:	Medical Dictionary	7.50
Hayamson:	Dictionary of Universal Biography	8.00
Thomson:	Dictionary of Banking	18.00
Funk:	Dictionary of Simplified Spelling	1.88
Cassell:	Dictionary of Abbreviations	.60
„	Dictionary of Mythology	.60
„	Dictionary of Music Terms	.60
A. T. A.:	Cyclopedia of Telephone anl Telegraphy	35.20
„	Cyclopedia of Drawing	27.00
„	Cyclopedia of Civil Engineering	74.00
Hisbre:	A Gazeteer of the British	.60
Nelson:	Encyclopedia of Ships and Shipping, I and II (each)	.90
Dent:	Everyman's Encyclopedia	12.80
Nelson:	Encyclopedia (Loose-leaf Edition)	120.00
Heath:	French Dictionary	4.00
Wessley:	French Dictionary	1.30
Contansenus:	French Dictionary	4.30
Cassell:	Pocket French Dictionary	1.44
Heath:	German Dictionary	4.00
Bellows:	German Dictionary	4.30
Marlborough:	German Technical Words and Phrases	2.25
Bellows:	French-English Dictionary	4.32
Cassell:	French English and Eng.-Fr. Dictionary	3.24
Routledge:	French-English and Eng.-Fr. Dictionary	1.00
Cassell:	New French-English and Eng.-Fr. Dictionary	3.24
„	French-English and Eng.-Fr. Pocket Dictionary	.60
Pitman:	English-French and Fr.-Eng. Dictionary of Business Words and Terms	1.80
Bruel:	German-English Dictionary	4.24
Pitman:	English-German and Ger.-Eng. Dictionary of Business Words and Terms	1.80
Routledge:	English and Latin Dictionary	3.00
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The Commercial Press, Limited

Shanghai, China

Business and Official - - - Notices - - -

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21541

Am. M. Schr. "WERGELAND"

"Manifests for cargo now en route here by above vessel are now in hand."

STRUTHERS & DIXON, INC.
Agents.
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21552

INTERNATIONAL COLLECTION AGENCY

14 Museum Road. Phone, Central 2280

COLLECTORS

of Rent and Mercantile Accounts and General Commission Agents.

21517

Municipal Notification
No. 2586.

INFLUENZA
Spread by Droplets Sprayed from Nose and Throat

Owing to the prevalence of Influenza the following precautions are advised.

Avoid crowds and gatherings of all kinds.

Especially avoid people who cough and sneeze without covering with a handkerchief.

Wear a mask to prevent infection (a pattern may be obtained at the Health Office) or tie a handkerchief round the mouth and nose or hold a handkerchief to the nose and mouth when there is danger.

If you get Influenza go to bed and stay there until the doctor permits getting up and so avoid the dangerous complication of Pneumonia. Do not allow anyone to come near unless wearing a mask or at least a handkerchief round the nose and mouth.

The above applies also to colds, bronchitis, pneumonia and tuberculosis.

The usual symptoms of Influenza are sudden chill, followed by muscular pain, headache, backache, unusual tiredness and fever.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, March 5, 1919.

21492

Australian Fresh Butter

"DAISY" BRAND

AND

"MEADOW" BRAND

FRESH AND PURE

may be obtained from all leading Storekeepers.

During the Winter months fresh butter may be despatched to Outports in lots of 10 lbs. and upwards.

Tinned Butter

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In 2 lbs. (nom.) tins.

The Australian Produce Co.

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Tel. 346. 5 Peking Road.

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180TH PRODUCTION

"The Gondoliers"

SPECIAL PERFORMANCE
under the partronge of
Sir Everard and Lady Fraser
in aid of the
King's Fund
for
Disabled Soldiers

Thursday, March 13, 1919
at 8.45 p.m. sharp

WM. ARMSTRONG,
Business Manager.

21479

EDEN HOSPITAL

Dept. of Venerial Diseases
P372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform
DR. JAMES YUKING, Supt.

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CURES
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Prickly Heat, Eczema, and all Skin Troubles.

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Sole Proprietors:
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FRUIT OF EXPERIENCE

"It was natural that the virtue of charity should rise in Egypt and the East. There the agony of thirst is accentuated by the heat and dust of the desert. A parched and weary traveller is there more rapidly revived by liquor than by food, and it follows, as the fruit of experience, that he comes to regard Wine in its true perspective, as one of the gifts of an all-sheltering Providence."

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Medoc, Medoc Superieur, St. Julien, St. Emilion

GARNER, QUELCH & CO.
Sole Agents

Yut Sae Chang & Co.

General Hardware Merchants, Wholesale and Retail, (Established 1881).

A. 1284 Broadway, Shanghai

Hardware for workshop, house-furnishing, office, kitchen and every other purpose. Send your orders to a reliable old-established firm, prompt despatch, satisfaction guaranteed.

TUNGSTEN

Our products are purified in our own concentrating plant with a guaranteed percentage of 65 and above.

Capable of producing 100 to 150 tons per month.

YUI HWA MINERAL SUPPLY CO.
P. 3 Nanking Road, Shanghai

21547

LOST

The following Godown Bills of the Shun Sing Cotton Yarn Manufactory (申新紗廠) have been lost:—Two Bills, Nos. 242 and 243, for two small packages each of No. 14 Cotton Yarn "Man and Bell" Brand, both dated 24th day of 1st moon, for Yuen Cheong (元昌). (One package on the No. 242 was delivered on 3rd day of 2nd moon). One Bill No. 266, for five small packages of No. 14 Cotton Yarn, "Man and Bell" Brand, dated 27th day of 1st moon, for Mou Cheong (懋昌). Three Bills Nos. 88, 89 and 90, for five small packages each of No. 16 Cotton Yarn, "Man and Bell" Brand, all dated 11th day of 1st moon, for Pao Cheong (葆昌).

The public are hereby cautioned against accepting or negotiating the aforesaid Bills, which have been declared null and void at the Shun Sing, Pickers will be rewarded on returning the same to the undersigned. Advertisements are also appearing in the Shun Pao and Sin Wan Pao.

PAO CHEONG COTTON YARN CO.,
(葆昌紗號)
553-4, North Soochow Road.
Shanghai, March 7, 1919.

21528

TELEPHONE, CENTRAL 2741

The Philippine National Bank
Shanghai

beg to announce that they have now opened for business at

No. 1, The Bund

The Shanghai public are invited to inspect the quarters on Monday, March 10th

RECEPTION: 12 Noon to 5 p.m.

MILD STEEL FLAT BARS

1/4" x 1" to 3/4" x 3" in Stock

W. Z. ZEE & SONS, Broadway

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And a complete line of Office Supplies kept in stock.

THE OFFICE APPLIANCE CO.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — Cable Add.: Mackbauck
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Your Next Storage Battery should be a—

Prest-O-Lite

There is a correct size for your car

Service Station And Sole Agents for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

SITUATION VACANT

KULING ESTATE: Wanted, a man for out-door work, including transport service. Knowledge of spoken Chinese indispensable. For particulars, apply John Berkin, Hon. Sec., Kuling Council, Kuling.

21549 M.12.

WANTED, by an American corporation in Shanghai, experienced strenographer, of American or British nationality. Reply in writing, stating experience and qualifications, to Box 293, THE CHINA PRESS.

21550 M.9.

WANTED until July 1st, a woman, competent to manage the kitchens and dining rooms of a school, serving approximately ninety boarders. Chinese-speaking foreigner preferred. Reply, stating qualifications and experience, to Shanghai American School, 147 N. Szechuen Road.

21548 M.11.

ENGINEER WANTED: American Importing firm desires the services of a practical and technical engineer. One having local experience in the selling of machine tools, construction machinery, railway and mining supplies preferred. Good position and the right salary to the right man. Apply to Box 288, THE CHINA PRESS.

21534 M.9.

Business and Official Notices are Continued on Page 15

SITUATION VACANT

TEACHER wanted three mornings weekly. Commercial history. Business English. Apply Chinese Y.M.C.A.

21515

WANTED, American teacher of English in Ningpo Baptist Academy, Ningpo. Reply, stating qualifications, to Box 265, THE CHINA PRESS.

21481 M.9.

WANTED, an experienced accountant by a large importing and exporting firm. Apply, giving experience and references, to Box 260, c/o THE CHINA PRESS.

21467 M.11.

APARTMENTS WANTED

WANTED, small bedroom, preferably furnished, in Central or Quinsan Garden district. Apply to Box 283, THE CHINA PRESS.

21525

OFFICES TO LET

NO. 17 Museum Road, large set of ground-floor offices. Rent Tls. 130 per month. Apply to 10 Yangtszepoo Road. Tel. East 24.

21483 M.11.

Amusement Advertising will be found on Page 17

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET with board in select neighborhood, newly furnished flat, comprising two adjoining large rooms bounded by verandah, private bathroom attached. Excellent kitchen, tennis, telephone, garage and stabling. Apply to Box 254, THE CHINA PRESS.

TO LET, nicely furnished bedroom with verandah and bathroom, facing south. No board. 80 Szechuen Road.

21536 M.9.

COMFORTABLE rooms to let, in Western district, suitable for two bachelors or married couple. Nice and quiet locality. Board optional. Apply to Box 294, THE CHINA PRESS.

21551 M.12.

TO LET, a well-furnished single attic bedroom, very airy and cheerful, with good board and attendance. 'Phone and elevator $75. Apply at 103 Szechuen Road.

21513

CENTRAL DISTRICT, to let with board, one large room, bathroom attached, suitable for married couple or two friends. Apply Mrs. Been, 9 Hankow Road, Phone C. 2321.

21484

TO LET, for six months, on Kiukiang Road near the Bund, a furnished apartment of three rooms; reception hall, large verandah and kitchen, suitable for couple. Rent Tls. 160 per month, including taxes, water, light. Apply to Box 286, THE CHINA PRESS.

21531 M.9.

VERY nice flat to let, on the Bund, from May 1st, suitable for a couple without children, or would be suitable for a gentleman to live in, with one room for an office. Reply giving name and address to Box 284, THE CHINA PRESS.

21526 M.9.

TO LET, near Hongkew Park (on tram line), large attic, well-furnished, hot and cold water, telephone, and with or without board. Reasonable offer accepted. Please apply to Box 287, THE CHINA PRESS.

21533 M.11.

TO LET, two-roomed apartment, with housekeeping arrangements, for bachelors or couple. Very high-class. Also one office. Apply 51 Szechuen Road.

21418.

MISCELLANEOUS

TO the philanthropically disposed: Will you help supply the schools, hospitals, libraries and similar institutions of Shanghai and the outports with reading matter? For full details, apply to Box 281, THE CHINA PRESS.

21521 M.11.

SITUATIONS WANTED

POSITION WANTED by energetic young man as general office assistant. Please apply to Box 289, THE CHINA PRESS.

21540 M.15.

POSITION WANTED: A Chinese, who has a thorough knowledge in shipping and Customs work, desires engagement as a shipping clerk. Good references. Please apply to Box 277, THE CHINA PRESS.

21511 M.9.

YOUNG LADY, wishing to leave Shanghai, seeks position as travelling companion or governess. Prefers voyage to Europe or America, but has no object to any outport. Apply to Box 262, THE CHINA PRESS.

21476 M.11.

Classified Advertisements are Continued on Page 15

Exchange and Mart

WANTED: Automobile, Touring or Roadster. New or recently built four or five seater. Write particulars to Box 296 THE CHINA PRESS.

FOR SALE, new Buffalo, heavy-duty, marine motor, 22 H. P., complete with propellor, shafting, exhaust line, and batteries, etc. Please apply to Box 290, THE CHINA PRESS.

21544 M.9.

FOR SALE, extra-warm, tweed, short coat. Do for riding, worn a few times. Overcoat, very cheap, other clothes, medium size. Apply to Box 282, THE CHINA PRESS.

21562 M.9.

FOR SALE, one piano by Robinson, in very good condition. Almost new. Moderate price. Apply to Mr. Fogarini, 73 Range Road.

21539 M.12.

FOR SALE, one Estey organ, perfect condition, Tls. 80. May be tried. Apply to Box 292, THE CHINA PRESS.

21546 M.11.

FOR SALE, very cheap investment property, Tls. 14,000 cash, balance can remain on mortgage, rent Tls. 8,000 per annum. Ten foreign residences, three years old, in French town. All modern improvements. Full price, Tls. 20,000 less than can be produced for now. For further particulars, address to Box 222, THE CHINA PRESS.

21436

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

21435

$95 an Hour!

"Through increased earnings, I have already been paid $95 an hour for the time I spent on my I.C.S. Course! My splendid position, my income, my home, my family's happiness—I owe it all to my spare time training with the INTERNATIONAL CORRESPONDENCE SCHOOLS."

In the files of the China Agency, I.C.S. are hundreds of letters from I.C.S. students telling of promotion and increases in salary as rewards of spare time study.

What are you doing with your leisure hours? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I.C.S. will prepare you for the position you want in the work you like best. Yes, it will! Make us prove it. Mark and mail the coupon NOW!

In the list below make a mark (X) before the training you want.

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Learn to speak correctly—English, French, Spanish, Italian—by I. C. S. Special Phonograph method

THE INTERNATIONAL CORRESPONDENCE SCHOOLS offer 282 Courses of Thorough Practical Salary-Raising Training

Ask us to send you our new illustrated catalog No. 15. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD, SHANGHAI

Write address HERE

Magazine and Automobile Section of nina Press, Sunday, March 9, 1919

How They Trapped the $1 000 Liberty Bond Thief

The One Slender Clue—The Detective's Dilemma—The Inspiration—The Lure of the Florist's Box—"Who Knows Cregan?"—The Trap Is Sprung—The Burlesque Queen's Cruel Awakening—The Trap Closes!

"The beauties of the burlesque were lined up from wing to wing.

"'Say, while I think of it, here's a box of flowers for somebody.'"

"The Queens registered interest and anticipation."

"'I can't make out the name; it got rained off. Wait here's a name down in the corner.'"

"He peered at it closely—'C. Cregan—any of you girls know a fellow named Cregan?'"

"Involuntarily one of the tallest and comeliest of the brunettes stepped forward.

"'I do. It's mine,'" she said.

"Detective Carlfleish's ruse had worked!"

ON the afternoon of Monday, December 30 last, a jaunty youth of eighteen sauntered out of the offices of McClure, Jones & Reed, bankers and brokers, at No. 115 Broadway, just around the corner of that romantic thoroughfare of fortunes fabled and fabulous—Wall street, New York. He whistled as he walked, hat set back at the Broadway latest angle on sleekly brushed hair. His face was ingenuous and happy—very happy. In one hand he swung a cane; the other clutched a severely conservative black satchel.

If any of the thousands who pressed by could have looked within that satchel they would have seen $135,000 worth of Liberty bonds nestling close to its sides. But nobody could, and therefore nobody did, and the shining shoes of the youth turned toward the Bank of Commerce—a citadel of finance—where that same $135,000 in Uncle Sam's I. O. U.'s was due.

It never reached there?

Somewhere between No. 115 Broadway and No. 31 Nassau street—nine doors to Cedar street, a long block east to Nassau, then six doors to No. 31—youth and bonds vanished.

An hour went by—two hours and three. In the offices of McClure, Jones & Reed consternation, as the fiction writers say, reigned. Even in so opulent a community, $135,000 cannot vanish into thin air without some reverberations following. Promptly the New York Police Department was advised. The jaunty youth's name, it appeared, was Cornelius Cregan. He had been considered entirely safe, sane and conservative. He lived in the Bronx.

And if the police couldn't get him with all that information what the Dante's Inferno were they good for anyway.

One day went by—two days. Hunting the elusive young Mr. Cregan and the vanished bonds were New York City detectives August Meyer and Grover Cleveland Brown, who did such excellent work in running down the war charity profiteers and wasters. And attached to them was a stripling, an ambitious stripling, whose heroes were Edgar Allen Poe, Gaboriau, Conan Doyle and others of the masters of detective science as revealed in masterpieces of criminal fiction. His name was Carlfleish—but he was ambitious, good looking and a hustler.

And at last he found a clew, a little one, but all his own.

Cornelius Cregan, it seemed, "had been sweet" upon a girl in Lew Kelly's Burlesque Queens when that aggregation of royal beauties had been playing at the Columbia Theatre, the burlesque palace of New York.

But alas, there were a hundred of these beauties! Which one was it that had been the lightning rod for Mr. Cregan's love and who, therefore, presumably knew where he now was? He couldn't just simply boldly ask them all. It wasn't within reason that he could hit the right one at first go. And if he didn't, it would be bound to be talked about and Cregan would surely get wind of it and be frightened into even deeper obscurity. Besides, even if he did, wouldn't the Queen probably deny the acquaintanceship and warn her admirer? Decidedly a young detective with his future all ahead of him couldn't risk a *faux pas* such as that.

Mr. Carlfleish journeyed to Paterson, N. J., where the Burlesque Queens were reigning. Solemnly he stood close beside the stage door. His coat collar was turned up, his hat drawn down—not because the sleuths of fiction invariably do this, but because it was raining and cold. He peered anxiously along the dusk of the alley that was the highway to the backyard of the Paterson temple of Thespian art. Down the dim alley paced the queens—some in galoshes and some in rubber coats, carrying umbrellas in place of sceptres; tall and petite, buxom and lithsome, blondes and brunettes and everything between.

But upon not one of them was anything apparent to the human eye that betrayed acquaintanceship with one Cornelius Cregan and the $135,000 worth of missing Liberty bonds!

They passed and were gone.

Through the gloom of Mr. Carlfleish's thoughts pierced a ray of light. What was that story he had read about the jealous old king who had suspected one of his fifty courtiers of being too fond of his charming young wife? Oh, yes, the old boy had systematically paraded his spouse before each of them and had, at the moment of her passage, felt the heart of the courtier he had invited to the parade. The one whose heart beat hardest when he beheld the queen's beauty was the one the king beheaded!

All right—but he couldn't produce Cregan and parade him along the line of Lew Kelley's Queens and feel each of their hearts—besides, what he wanted to do was to find Cregan.

Still there was an idea there. How could he adapt it to fit the circumstances. A greater light flooded him.

He had it!

Pursuing the idea, he proceeded rapidly to the best florist in town and thence back to the theatre. Here he closeted himself with the stage manager and to him he addressed himself eloquently and convincingly.

The scene now shifts, as they say in the stories, to the stage itself. The curtain is down, but trembling on the rise. The beauties of the burlesque were lined up pulchritudinously from wing to wing—blondes and brunettes, and all shades between, lithesome ladies and buxom ones and all fascinatingly costumed—or, should one say ,uncostumed? In his hand he carried a large box—such as florists use to cover fragrant tributes of affection.

"Stand back a little, Charmion," he admonished the girl at the end of the row. "Don't show your hunger for the spotlight. If it's yours you'll get it, but not to-night. Helen, you need new tights." He glanced down at his burden with an air of fine unconcern. "Say, while I think of it, here's a box of flowers for somebody."

The Queens registered, as they say in the movies, interest and anticipation.

"I can't make out the name. The messenger didn't have an umbrella and the name got rained off. Wait! Here's a name down in the corner."

He peered at it closely.

"C. Cregan," he read. "Any of you girls know a fellow named Cregan?"

Involuntarily one of the tallest and comeliest of the brunettes stepped forward.

"I do. It's mine," she cried.

"All right, if you say so. Hey, props, take these flowers up to the dressing room. Ring up there!"

The curtain rose. But those who looked upon the charming Queens were altogether not as happy as a young man hidden behind the wings devouring with joyous eyes the brunette who had claimed the box.

"What's her name?" he breathed to the stage manager.

"Madge Chamberlain," said he.

The happy young man, yes, reader, it was Detective Carlfleish, successful neophyte in applied psychology hurried out, dashed into a hotel, called up Police Headquarters in New York, sent over the wire the glad tidings.

"Good work," came back the answer. "Lie low, watch the girl and look out for Meyer and Brown."

Young Mr. Carlfleish turned away, radiant delight usurping the face where anxiety had ruled so shortly before.

"Gosh! I'm glad I remembered that story," he murmured. "It pays to read that stuff."

The scene shifts again. Alas, that there can be no sunshine without shadow—we refer to Miss Chamberlain. She has made the spiral ascent to the chorus dressing room. Surrounded by envious sister Queens she slowly unties the string, opens the florist's box. She stands transfixed, eyes flashing.

"Well, the cheap skate!" hisses Miss Chamberlain.

For in the box is no mass of fragrant blooms. Indeed, no. It is crowded to the brim with ancient cigar boxes and venerable cigar stumps!

Mr. Carlfleish, though inspired, had been economical.

"The bounder!" shrieked Miss Chamberlain. "Look at the stuff some soiled dawg has pulled on me! Why"——

She was silent, suddenly. A little flash of understanding had pierced her wrath. Cregan couldn't have done it. Who had, then? And why?

Suddenly it dawned upon her that perhaps she knew!

That night the show went to Philadelphia. Detectives Brown and Meyer were there almost as soon. They waited for Miss Chamberlain at the stage door just as any Manhattan stage-door Johnnies might have done. As the girls nassed out the Johnny imitators raised their shoulders, expanded their chests to fill their well-fitting coats and tipped their hats rakishly upon the sides of their heads and smiled.

The other fair ones of the chorus showed a definite interest. But when Miss Madge Chamberlain passed the dingy door she cast them one contemptuous glance. She wasn't to be deceived again.

"I have been expecting you. I suppose you're friends of that little bounder that sent me the decayed cigar ends," she said.

Mr. Meyer walked jauntily up on one side, Detective Brown on the other.

"You'll have to forgive the kid. What he did was in the interests of justice. Just as you are going to uphold the law, he upheld it."

But in the days that followed, often did Messrs. Brown and Meyer wish that Mr. Carlfleish had baited his trap with what had properly belonged there instead of the offending nicotine medley. Miss Chamberlain didn't mind the ruse so much—that had been clever. But to find what she did and before the eyes of her sister Queens! It was something awful! She was bitter about it. It was coarse work!

Mr. Carlfleish, under the complaints of his elder confreres, became repentant. He grew to recognize that he had not preserved the artistic unities. Had, in fact, committed the literary sin of finishing up a rapier duel with a shovel. Never again would he so fall short of his heroes, he vowed.

But as a philosopher has observed that constant dropping wears away the stone, so imperturbable ability, bulwarked by perseverance, gains its end. It required seven luncheons, five dinner and six suppers to "make her see reason." But when it was evident that the Headquarters men had no thought of returning to Manhattan until her tale had been told; that, indeed, the House of Detention yawns for unwilling witnesses who obstruct the action of the law; that at all events, it would be embarrassing to the company to travel across continent with two detectives, however well dressed and amiable, in its immediate wake, Miss Chamberlain "talked."

"I suppose, since the kid's only eighteen, it's my duty to check him in his headlong career. Well, yes, he did give me some bonds. Eleven of them.

"Here they are. I don't want them. I saw him first about two weeks ago. We were playing in New York. He and another boy sat in a box and flirted with my friend and me. When we came out they were waiting for us at the stage door. Let me tell you right now that when a girl works for twenty dollars a week she's not choosy about what stranger takes her out to supper. She saves the price of the meal. And if a Johnny's very attentive and generous she may save nearly a week's board while she's in his town.

"That's the reason why I went to supper with him, and why I let him follow me to the New Jersey tanks.

"He thought a lot of me. He gave me the eleven bonds and was going to give me forty-six more when he joined the show on the road, he said.

"When he introduced himself to me he called himself Joseph London. But afterward he used the name Fred Dwyer. After a few days he told me he was in a little trouble and that was the reason he wasn't giving his real name to the world. But he told me he was Cornelius Cregan and his chum called him Neil. He said the last time I saw him that he would send the forty-six bonds to Philadelphia by express, but he would send a telegram signed Fred Dwyer, telling me they were on the way. That was to keep my husband from finding out."

The telegram and forty-six bonds arrived, likewise the information that Mr. Fred Dwyer was at the Hotel Imperial in Chester.

After the sixth supper Detective Meyer, ably reinforced by Detective Brown, had fully convinced Miss Chamberlain that it was her duty to help them entrap Mr. Cregan.

A telegram summoned Lieutenant Reed, of the robbed firm, recently returned from France, to the Imperial Hotel.

Detectives Brown and Meyer were standing outside the hotel, and Detective Brown and Lieutenant Reed on either side of the door, when a jaunty youth entered. His derby hat, worn back and on the side; his lavender tie, his belted and box-plaited overcoat, proclaimed him not of the Pennsylvania town.

"That's Broadway, not Chester," quoth Detective Brown.

"Hello, Neil," blithely said Detective Meyer.

"You're mistaken," said the youth.

"No use bluffing, Neil. Anyway, come and talk to Madge. She's here to advise you to give yourself up, so that it will go easier with you."

They took him to the room where the buxom brunette awaited them. The boy's face grew white. Threateningly he raised his arm.

"You've double-crossed me!" he cried.

"No, I haven't, Neil. I've acted as your friend. You can't keep this up. The sooner you make a clean breast of the whole thing the better."

With a hand on his shoulder she persuaded him to confess.

"I wasn't happy at home. My folks were too straight-laced," he said. "I got so I needed a hundred dollars a day to make me happy. I changed the job where I'd been working for some brokers for three years. The new firm were fools enough to trust me with a satchel full of bonds, $135,000 worth of them, to deposit the first day. I took them to my room and told my pal and brother and we started selling them. Then I met Madge and I liked her. Well, that's all of it."

The detectives and his short-time employer brought Cregan and bonds back to New York. He is in the Tombs awaiting trial. The bonds? They are where they had started out for only ten days before—in the Bank of Commerce.

Cornelius Cregan, the $135,000 Liberty-Bond Thief.

CAMPBELL-STUDIO-PHOTO

Received of R. OLMSTEAD the sum of

$ 9,500 payment for my Liberty

Bond No 1,254,580 — 1000 — B 4114

Cornelius F. Cregan

699 Eagle Ave.

Miss Madge Chamberlain, to Whom Cregan Sent $46,000 of the Bonds and Who Aided in His Capture. A Receipt for One of the Stolen Bonds, and on the Left, Detective Carlfliesh Who So Aroused Miss Chamberlain's Ire with His Florist's Box.

Pocket[illegible]esses

by Lady Duff[illegible]don

A straight, one-piece, always-ready-to-wear gown of plum-colored serge and black velvet, "The Cambrai."

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishments brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

WITH the post-war conditions and the after military spirit came useful gowns. The spirit which prompted the choice of useful rather than ornate garments continues. Readjustment will not bring about at once a return to gossamer effects and lovely but perishable gowns.

The "pockety dresses," of which I show you to-day a group of three, illustrate the point. Plainly, the wearers of these frocks have sought, first, usefulness. Yet I trust that you will concur in my belief that in them utility has wedded beauty. The presence of pockets signals the dominance of service. Yet the lines, the materials employed and a certain not easily definable grace constitute their beauty. Most of all, the color combinations furnish an appeal to the eye as well as to the sense of appropriateness.

The gown which I have designated "Marching Orders" is a morning dress. In it horizon blue serge is united with black silk. Silver buttons provide pleasing relief and a touch of lightness and brightness. This coat gown of moderate fullness at hips and ankles and of demure length is plentifully trimmed with wide soutache braid of black silk. The coat, which has a loose, short back, has also a short rounded front, belted in by a strip of the serge edged by bands of black patent leather. The waistcoat front is made of the soutache. Inserts of the soutache relieve the monotony and afford chicness to the front of the coat. Silver buttons and rolling collar and cuffs of the crimson taffeta furnish color touches. The draped hat of blue serge is trimmed with a band of black taffeta and a black silk-covered buckle.

Another morning dress is simply made of blue serge. Colonial blue silk appears in a narrow band around the waist, the pocket skirt and on the cuffs. Notice the manner in which the wide cloth girdle, worn over a gathered inset bodice of white lawn, is arranged to permit the passage through it of the bands of silk. A black satin band finishes the upper part of the girdle and is extended to form the lower half of an H between the side plaits which collect the fullness at the front of the gown. The turned-back cuffs are faced with black satin. Cuffs and a round plaited collar of white lawn give a becoming finish to a simple but chic frock. The blue serge hat is sparsely trimmed with a black satin facing and a flat bow. Gray suede boots further lighten possible sombreness. Do you not agree that I have chosen a suitable name for the gown? I have called it "You Need Me."

"You Need Me," a blue serge morning gown with inset bodice of white lawn.

The last of the three, "The Cambrai," is one of the favorite colors of the season. Plum color has not simply tried to secure a footing in the Autumn which it lost later in the season. It has had very considerable favor throughout the Winter and will disappear only when the more delicate shades of Spring manifest themselves. Plum color is essentially of the Autumn and Winter. In line it is one of the straight, unbelted, one-piece, always-ready gowns to slip on and off easily, and without which woman feels that her wardrobe is incomplete. Black is associated with it in trimmings. The edges of the bell-like sleeves are bordered with black velvet. The serge sash is lined with heavy ribbed black poplin. The ends are finished with black velvet and black silk fringe. With it is worn a white chemisette, with which is worn a violet tie. A gray velour hat and white boots relieve any funereal suggestion it may have. Black bone buttons on the gown and a black plume and flat cluster of velvet loops bestow the richness of effect which our French allies believe inheres in black, and to secure which they seek to introduce bits of black into all costumes.

"Marching Orders," a useful gown of military aspect, in which horizon blue serge is united with black soutache and silver buttons.

Certain — or, rather, uncertain — signs of the trend of taste in the direction of Spring modes are seen. The side sash is one of the novelties. Out of the slashed sides of a tight-fitting black velvet afternoon frock issue sash ends of gold embroidered ribbon ten inches wide. A blue velvet afternoon frock has a side arrangement of sashes in the same manner, which give the effect of a tunic of silver cloth. I commend this arrangement as novel and artistic.

Another indication of Spring is the elongation of the waist line. The fancy of the moment is to reverse the Josephine, or Empire, bodice and extend the line of the girdle below the normal waist line. This may be a mark of the vernal modes.

In all probability the skirts will narrow instead of widen. The yard or yard and a quarter wide skirt threatens to prevail.

Fabrics already shown for Spring wear are in silk voiles, crepes and fine serges. Colors tentatively submitted to Madame the Arbiter are blues and tans and beiges. It is probable that two shades of the same color will be extensively used. For instance, dark blue will have for relief facings, linings and trimmings of light blue. Darker shades of tan will be combined with lighter shades that are nearly cream-like. Beige will have as its tint companion white.

Hats Suggest New Spring Fashions

By Anne Rittenhouse
(*New York Times*)

Yankee Doodle, who stuck a feather in his cap and called it "macaroni," thereby creating a slang word for a gayly dressed man which has gone over two continents, could not have felt prouder than the French king who put a piece of straw over his head to keep away the rain, and thus invented hats. Both the feather and the straw were trivial incidents in the life of each of these characters (for the satire on Yankee Doodle was rhymed around a man), but they were the foundation stones of millinery.

Women have always pilfered from men their tricks of apparel. They are snug little thieves, women, when it comes to petty pilfering from those who consider themselves superior beings. After all, it is a form of coquetry, and women discovered centuries ago that nothing so pleased a man as to do what he did, say what he said, and hold on to his hand socially, financially, politically and mentally. A woman might hate another woman for stealing her fashions, but a man would only look with more prideful adoration upon a woman who fashioned her clothes after his.

Nothing so delighted the French kings as the fact that their women did what they did in clothes. They gave them their magnificent brocaded coats with the full skirts, the knee length waistcoats, the precious lace ruffles and the silver and diamond buttons as a guide to their apparel. They permitted them to borrow their coiffeurs in order to have their hair perfumed, powdered and curled. They saw themselves reflected, as in mirrors, by the groups of women surrounding them.

Sad For Such Kings Now

Ah, me! What a sad world it would be for such a King today! Shorn of his apparel, his hair closely cropped and unpowdered, his legs covered with drab and austere cloth, his lace ruffles obliterated, he would feel himself in the humiliating garb of a convict; and he would look at women, these present birds of paradise, flickering through the sunshine of their activities seemingly regardless of man and his importance in the world because of their own importance and their duties as citizens, with terror touched with horror.

Today the man is the drudge of the world; the clicking machinery that works incessantly and throws out its surplus product to women for their pearls and limousines, their peltries and brocades. Edith Wharton says that the gift of all these glories to women by men is the price of their peace.

The king who put a piece of straw over his head may have introduced hats, but he did not introduce headgear. Gen. Allenby's colossal work in Palestine has revived primitive headgear, which consists of pieces of cloth wrapped about the head. It may be that our own negroes of the old South will have their headgear copied by the French, who are looking everywhere for ornate and colorful turbans.

A half dozen years ago Mme. Paul Poiret entered the restaurant of a smart hotel with her slim, dark head wrapped in an immense turban of white satin ornamented with a string of colored silk from which hung a pendant pearl in front, and on her feet were high, white leather Russian boots, flat heeled and round toed. She caused a sensation.

These turbans are modified now. They are pushed forward by the milliners for the day hours, and they run the gamut, from the demure affair for the morning to the brilliant one of brocade for the afternoon.

There is a loud clamor for brocade in all departments of dress, and the milliners are eagerly snatching up the crumbs that fall from the rich dressmaker's table. They can use small and irregular lengths, and with these they turn out gorgeous Arabian hats, and here and there a Russian turban, in which certain women look extremely well.

Soft Brocades Ignored

There is no attempt to introduce the soft brocades. Both for gowns and hats, the mediaeval, metallic kind is considered the most desirable. Since peace we have flashed and glittered in gay colors and metals and no woman wants a demure gown.

Every woman may permit herself the privilege of a brilliant hat, even if she keeps to demure clothes for the street, and it is in this psychological fact that the milliners reap a harvest. The overseas cap which flaunted itself so brilliantly during the autumn has been superseded by other kinds of turbans, although it must be admitted that the oblong shape of the overseas cap caused a slight revolution in millinery.

There are round turbans, but they are not considered as definitely modern as the oblong hat, no matter from what period of history it is taken. It may be Victorian, Mesopotamian or Arabian, but it is oblong and it tilts far over the eyes and sometimes upward at the back. Many call it the submarine hat, but the name is not affectionately spoken by Americans. We prefer the word "oblong."

It makes for the gayety of a crowd, this bobbing up and down of hats from Babylon to the French trenches. It keeps women from looking as though they were cut by machinery. The Charlotte Corday cap bumps up against a satin turban from India; a Victorian mixture of velvet and ostrich feathers comes in contact with the outer edge of a huge Alsatian bow; a Spanish hat of black lace with a masque ruffle at the edge bobs serenely against an overseas cap of horizon blue angora trimmed with a slightly irregular scarlet cross; the turban of a priest of the Russian church is sandwiched between a Gainsborough picture hat and a Florentine hat garlanded with coral.

Nothing Dull In Millinery

There is nothing dull in millinery today. If one could get together all the hats worn on the American continent, classify them, and divide them into chapters, one would be presented with a sartorial history of the world.

Here and there one sees a new material attached to an old shape. Such is the case when dyed suede is used for an oblong turban, with its surface perforated in an edelweiss design taken from the Swiss Alps and copied from the patterns used in the Madeira Islands. Right here you have a jumble of people and nationalities all in one tiny cap tilted over the left eyebrow of a girl. These suede caps are dyed bright pink, horizon blue and pottery red. Their sole ornamentation is the perforation.

Some one has insisted that the revival of perforated designs on all our clothes came through the use of paper napkins in the war. Good thought, but hardly true. Whatever the source, the fashion is here. The milliners may have originated it, but the dressmakers borrowed it over night, for the midseason frocks of white broadcloth and velvet, of beige colored gabardine and black taffeta, are perforated along their edges in set designs.

It is too late to talk of the Alsatian bow, for it was obvious that the milliners would revive it; but a certain woman of distinction started a fashion for it that the milliners quickly looked upon with envy. She came to luncheon in a restaurant wearing the genuine Alsatian bow, black and immense, paced across the middle of her head, with a mere apology of a little cloth cap in front of it. It stood upward and outward, and her hair was coiled high behind it. This was the real thing, and her daring made her the target of all eyes.

It may be that the Alsatian bow in this form will be introduced for the evening. Let us hope that it will never appear at the theater. At the present rate of prices and the scarcity of seats, the addition of a hundred or so Alsatian bows in the audience would be the straw on the camel's back.

Charlotte Corday Cap In Vogue

The Charlotte Corday cap, minus its bow, has been introduced for the South and is taken up by the North. It is made of brilliant, dark tulle, always double, but entirely transparent. The best one is in copper tulle, its high crown trimmed at the base with a twist of tulle and one of those rococo red roses with gold outer petals and leaves which have been brought into fashion by a well known designer of individual evening gowns.

The transparent hat is beyond question one of the smart fashions of the hour. It means that the coiffure must come back into orderliness and loveliness. The crowns of these hats are often high and gently manipulated by the fingers to give grace, and one of the best French hats takes the crown of the American doughboy hat as its model.

As brown rules in veiling, so it seems to rule in tulle hats. It is often in the color that the French call "marron," that chestnut brown which is soft and becoming. Over there smart women wear stockings of it with black slippers, even in evening dress, and they like it in all the accessories. Over here we are just beginning to grasp its importance. The milliners believe that in copper and chestnut, the brown hat will rule the spring season.

The Florentine coiffure is no longer a caprice of the extremists; it is no longer a sensational bit of bravado. The war has installed it as a strong fashion. Women with gray hair wear it bobbed to the nape of the neck or curled under to appear as though it were cut. Girls with every shade of hair wear it. Matrons with half grown children adopt it.

Florentine Coiffure Popular

So the milliners, after a frantic wringing of the hands, have decided that they must meet this new demand. There must be a large and creative impulse for hats that will go with this Florentine coiffure. The broad, flat hat of Naples has been brought out and is adopted by one young matron whose face figures in half the periodicals of the day, and her side companion, who also wears the ancient Italian hair cut, adopts the Florentine velvet hat with its trimming of two rows of coral beads.

It must be admitted that the women themselves have seen to it that they look well in any type of hat with this bobbed hair, whether it be turban or flat brim. They cannot, of course, wear hats of exceeding dignity, but they try a certain type of distinguished hat which is considered the leading thing by the milliners, and they carry it off with great skill. This is the immense black thread lace hat, transparent, with its broad Alsatian bow wired across the front. This is the hat that will supersede, for the spring, the uptuned, many pointed, theatrical hat of silk plush and velvet, with its aigrettes.

The story comes from Paris that women have abandoned the veil. They are tired of it. They have taken to cartwheel hats and do not wish to destroy the outline of the brim by the folds of a face covering. There are women over here, however, recently returned from Paris, who are wearing the most curious veil America has seen. It is attached to a turban; it is as thick as the heaviest coarse net can be

(Continued on Page 8)

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long, but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

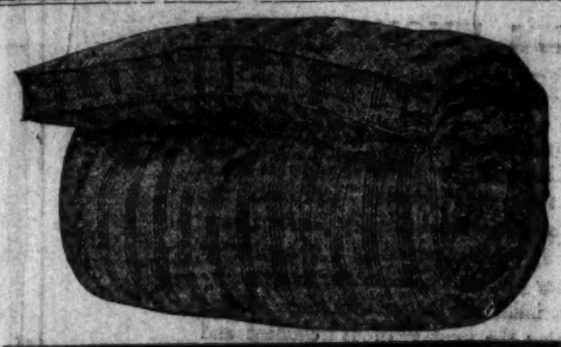
Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the colour might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight colour to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the colour deepens slightly, giving an absolutely natural appearance.



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SHANGHAI, SUN... ARCH 9, 1919

Automobile Industry Preparing For A Record Production

Reports From Big Manufacturers Indicate That At Least Two Years Will Be Required For The Necessary Readjustment To Meet The Growing Demand

(*From The Annalist*)

There could be no better proof of the optimism prevailing in the automobile industry than the decision to hold the customary national shows in New York and Chicago, the latter at the end of this month and the former during the first two weeks of February.

Several months before the signing of the armistice the manufacturers voted to abandon the big annual shows, and, at a meeting in Washington soon after the memorable November 11, they adhered to the decision, influenced by the fact that many of the larger factories were so thoroughly occupied with war-munition business as to make it impractical for them to add to their readjustment burdens by undertaking the management of two big exhibits. The New York and Chicago dealers viewed the situation differently, however, and feeling that they would be able to obtain a reasonable number of cars from the factories to meet, at least, a fair proportion of the demand which is certain to appear in the Spring, they have undertaken the management of the two national shows. The manufacturers have offered to co-operate in the heartiest manner, and it is a tribute to the stability of the automobile industry that the American record for annual shows since the advent of the horseless vehicle will continue unbroken despite the war conditions, higher prices, and the enforced curtailment of production.

If it is not quite true, as has been frequently said, that the virtual close of the war caught the automobile manufacturers unawares, it is, nevertheless, true that the majority of the great producers of motor vehicles did not expect that proposals for peace would come so quickly. Under the orders issued by the War Industries Board only a short time before the signing of the armistice, the large manufacturers had been getting down to a 100 percent war basis, and the readjustment to old-time normal conditions presents a problem which it will require several months to work out satisfactorily.

That there will be a large demand for cars is unquestioned. Business during the period in which the United States has been engaged in the war has been at a low ebb in comparison with former years. Factories whose production was not materially curtailed by war until the last six months had little difficulty in disposing of all their cars, but this condition was only true for a limited number of makes. The buying market was also lowered, due to the absence of thousands of men abroad, the demands made by the Liberty Loan and other war drives, and the general feeling that economy was the proper spirit to display in wartimes. Thousands of cars whose owners were in war service were stored, other owners who, under usual conditions would have purchased new cars, held on to their old ones, while others financially able to buy cars put their investments into Government bonds.

Priority rulings, the deliveries of steel and other materials, and the curtailment of motor production have been removed by the Government with the cessation of war, and private individuals who want automobiles are preparing to spend their money in the Spring. At present there is very little business. Everything is in preparation for the future, and the reports, so far as obtainable for the big Western factories, indicate that plans are being laid for a record production of both passenger and commercial cars within the next two years.

Demand Exceeds Supply

A few figures regarding production may prove interesting as indicating that an actual scarcity exists today for the normal business demands. Statistics recently compiled by the National Automobile Chamber of Commerce show that for the years 1918 a total of 1,157,252 cars were manufactured, of which 974,606 were passenger cars and 182,646 were trucks and smaller commercial vehicles. The total production for 1917, before the Government restrictions went into effect, was 1,878,000 cars, of which 1,718,000 were passenger cars and 160,000 commercial vehicles. The past year, therefore, showed a great curtailment in passenger vehicles, while, on the other hand, the war stimulated to a marked degree the demand for motor trucks.

The normal production of passenger automobiles for 1918 would have been slightly over 2,000,000 cars. Instead of that number, less than 1,000,000 were manufactured. The visible supply, therefore, is 50 percent less, while the demand, before the close of the year, in view of former economical buying and the urgent need of many new cars to replace useless or partially worn machines, will be at least 50 percent above normal. The problem confronting the manufacturers is the speedy readjustment of their factories from war work to that of automobiles to take care of this increased demand. Those who understand something of the difficulties of the situation do not expect that the manufacturers will be able to keep pace with the demand before 1920. It seems an impossible task for 1919, but the automobile industry in this country has given so many remarkable evidences of almost phenomenal activity in the past that it would hardly do to predict that this stupendous problem may not be successfully solved within twelve months.

As a result of several meetings held by the large manufacturers and their representatives in Washington to plan for the future, the consensus of opinion is that from three to four months will be required to make deliveries of parts and materials for proper production, and during this period there must be an adjustment not only of materials but also of machinery, finances, and labor. It is believed that production will, therefore, be restricted to about 75 percent of normal conditions.

Notwithstanding war conditions, the automobile industry did a business of $1,250,000,000 in 1917, and during the past year took on more than $1,000,000,000 of war orders, equivalent to 80 percent of the total value of the output of motor vehicles in 1917. The great achievement of the industry was the perfection and manufacture of the Liberty motor, and more than half a dozen factories were making motors for aircraft use when the fighting stopped. Other factories were making army trucks, trailers, tanks, ambulance bodies, shells, mine anchors, submarine chasers, gun recoils, helmets, and scores of other war necessities. Several factories were on a 100 percent war basis, while others were doing more than 50 percent war work.

The industry cannot resume work where it was stopped. It required many months to readjust the factories for war work, and the reconversion, involving stocking with materials and parts, rearrangement of machinery, refinancing, and drawing up new contracts with dealers and distributers, will require considerable time. Those companies whose war orders were for regular models, as some of the truck manufacturers, will have little difficulty in getting back to normal production, except for the delay in deliveries of necessary materials.

Difficulties of Readjustment

The greatest difficulty will be experienced by the passenger-car concerns which endeavored to comply with the requests of the War Industries Board and get on a 100 percent war basis by January 1. Many of those plants were working night and day on materials which required special machinery and a readjustment of the whole plant. Nearly forty truck companies built and delivered motor trucks for the army and navy aggregating over 90,000, most of which went overseas.

Increased efficiency and experience gained in war work, such as manufacture of airplane engines and shells, demanding a high degree of engineering skill and accurate machine work, will be of inestimable value to the industry after the transition period, and should result in many improvements on passenger and commercial cars and increased facilities of production. While the industry may suffer temporarily because of its large amount of war work, in the final analysis there will be benefits both for the industry and the public.

No material reduction in the retail price of cars is expected for several months to come. In discussing the price situation, the manager of one of the large factories said:

"The Government, in removing all restrictions on the output of automobiles, does not relieve the situation to any appreciable extent. The signing of the armistice and the removal of restrictions do not of themselves make any provision for immediately increased quantities of materials. These materials must be manufactured first, in quantities and on such specifications as the motor car companies require. The automobile industry must await the settling of this big question of material before it can proceed intelligently. Until it is settled and the companies have had time to get a concrete basis on which to let contracts for future requirements, it will be impossible to revise prices. It is not possible to say now whether the prices of some cars will be reduced, others increased, or whether some or all of them will remain as they are."

Active Export Outlook

The exports of automobiles, which reflect the foreign trade conditions of the industry, made a very creditable showing during the last fiscal year ending June 30, 1918. The total value of passenger and commercial cars sent abroad, exclusive of accessories and the thousands of trucks shipped for the use of the American army, was $77,205,825. This compares very favorably with the preceding year, when the value of similar exports was $90,956,134, considering that, during the past year, war conditions imposed heavy export restrictions and the scarcity of ships made it impossible to send cars to many neutral countries which urgently needed them.

The banner export year of the industry was 1916, when the passenger and commercial car exports aggregated more than $97,000,000 in value, an increa... than 50 percent over the ... when the value of export... trifle over $60,000,000. ...lowing table for the last six y... ows the enormous growth of the ...merican automobile business abr... during the war period, as compared with the two years prior to the war:

	Passenger Cars. Number.	Value.
1913	24,253	$ 5,793
1914	28,300	2,963
1915	23,885	3,953
1916	56,234	9,263
1917	64,808	9,632
1918	52,312	5,366
	Commercial Cars. Number.	Value.
1913	993	$ 737,141
1914	784	581,611
1915	13,996	9,140,282
1916	21,269	8,548
1917	15,977	502
1918	12,200	4,459

Despite the burdens ... by the war upon foreign ... is interesting to note tha... ousiness of England and France, where the larger amount of the exports during the present year were for war purposes, many neutral countries were large buyers of American cars and a decided increase was noticeable in many South American countries.

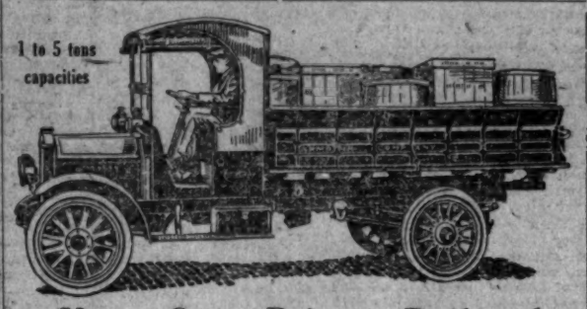
England was the largest b... of American passenger and co... cars for the year 1918, ... $15,151,653, while the ex... France aggregated $11,520, ... both of these cases comme... exceeded passenger vehicles ... the exports to Canada, totaling $11,571,417, slightly ahead of the French figures, represented 12,9... passenger cars and only 1,108 commercial vehicles, showing how dependent the Dominion was upon American production for its automobile supply. The other large export countries, in the order of values, were: Cuba, $2,859,149; Australia, $2,572,962; Argentina, $2,717,022; Japan, $2,358,684; European Russia, $2,698,703; Mexico, $2,179,200; British South Africa, $1,813,22...; New Zealand, $1,599,075; Philippine Islands, $1,588,310; Dutch East Indies, $1,465,549; Spain, $1,44...,956.

With the gradual readjustment of normal business conditions and the abrogation of practically all of the export restrictions, motor manufacturers are preparing for an active export trade and the National Automobile Chamber of Commerce has asked the Bureau of Foreign and Domestic Commerce to make a commercial survey of foreign countries, especially with a view of the sales outlook in Europe, the Orient, South America, South Africa, and Australia. No prohibition against the importation of automobiles by foreign countries has yet been announced, but it is thought that England, France and Italy may impose high import duties on automobile material as a protection to their industries. There is a great demand for automobiles in the Scandinavian countries as well as in Spain, Holland, Australia, The East Indies and South America.

Plans are also being considered, as an aid to foreign trade, in the shipment by American manufacturers of parts, the assembling of cars in some European countries, and by establishing shops for the making of automobile bodies in some South American cities where there is a demand for high priced cars fitted with distinctive bodies.

Truck Demand Increasing

While it may require a year to get back to normal passenger car production, the motor truck production for 1919 will exceed all former years. The new transportation conditions created by the war have shown in a convincing manner the possibilities of the heavy motor vehicle for commercial and express use, especially on short-haul routes, and many lines supplying from five to forty motor trucks are in successful operation throughout the country. The creation of hundreds of rural motor express lines, principally to aid in food distribution from the farm to the city, is another illustration of the improved transportation facilities for the quick delivery of produce which the motor truck is providing for hundreds of communities difficult of access to railroad shipping points. The value and serviceability of the motor truck are appreciated today as never before, and the war has undoubtedly done in one year for the progress of the motor truck as an essential means of transportation what, under ordinary conditions, would have required ten years. The truck demand is steadily increasing in all parts of the country, and proportionately the increase in the use of commercial cars in America will, for the next few years at least, be much larger than the passenger car growth.



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Having a Federal lorry hauling your goods means a railroad of your own, working when you want it, as hard as you need it — and delivering your goods at a lower cost per load.

Federal lorries are perfectly designed and solidly built of the highest grade materials throughout.

1 ton	$1900	2 ton	$2600
1½ ton	$2350	3½ ton	$3350
	5 ton	$4400	

Write for our magazine "Traffic News." Also full prices and discounts.

FEDERAL MOTOR TRUCK COMPANY

Factory—Detroit, Mich., U.S.A.

Foreign Department, 18 Broadway, New York

THE

Shanghai Horse Bazaar & Motor Co., Ltd.

— Established 1851 —

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

CHARGE:

Four Dollars per Hour

MINIMUM CHARGE:

One Dollar 50 cents

No special service as office-trips or tiffin-trips.

For hire of cars please

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Insure Your Motor-Car

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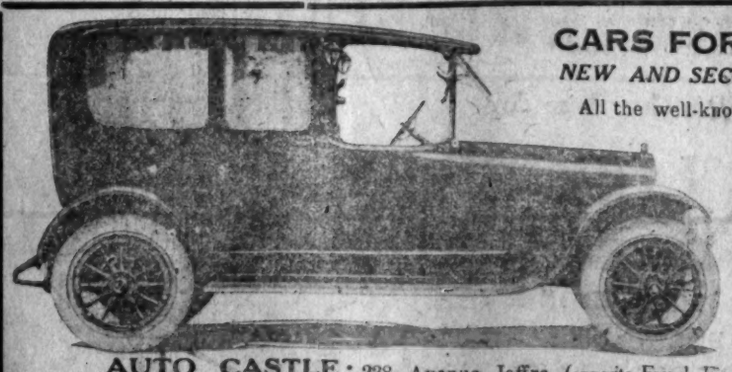

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All the well-known makes

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The Sign of ... *The Quality Car.*

WHAT OTHER AGENTS KNOW ABOUT THE CROSSLEY

They know that there are literally thousands of future car owners who unreservedly believe that the name "Crossley" on a car stamps it as a "Quality" car; that any car bearing the name "Crossley" represents the best value. Their friends know it, for all over the world Crossley products have an enviable reputation and this is consistently being enhanced by a wide-planned campaign of publicity. The Crossley Agency proposals give a better opportunity for building a big connection amongst discriminating buyers than those offered by any other firm. Crossley Agents enjoy the most generous treatment and receive the greatest possible assistance from the Crossley Company.

IF YOU WISH TO SECURE THE CROSSLEY AGENCY, YOU MUST WRITE NOW.

CROSSLEY MOTORS Ltd.,

Builders of Quality Cars,

MANCHESTER, England.

Crossley

Motor Car Engineers

Latest Thing In Motor Cars At Big New York Auto Show

Over Fifty-Eight Makes Of Vehicles On View At Annual American Exhibit

(An indication of the extent and character of this year's New York motor car exposition, held from Feb. 1 to 15, is contained in the following, taken from the latest papers to hand).

New York, January 26.—Everything is ready for New York's nineteenth annual automobile show which will be opened on Saturday night at 8 o'clock in Madison Square Garden and the Sixty-ninth Regiment Armory, on Lexington Avenue, between Twenty-fifth and Twenty-sixth Streets, close to the Garden. With every inch of available exhibition space taken in both of the large buildings and with fifty-eight different makes of passenger cars and chassis to be shown, this year's show, following so closely after the trying war period which restricted production at the factories to a minimum, is assured of a success that will equal, if indeed, it may not exceed, all of the former noteworthy national motor car exhibits in this city.

The show this year will continue for two weeks, the first week being devoted to passenger cars and accessories while the second week, beginning Monday, Feb. 10, will be the first distinctive exhibit ever held here of motor trucks and smaller commercial vehicles.

Including the great variety of accessories, there will be about 200 exhibitors during the first week of the show. Despite the curtailment of factory output during the war, several new models of popular cars will be shown and on brand new make of a moderate-priced car. Visitors, therefore, will find sufficient novel and interesting features illustrative of the stabilising of the American motor car industry in spite of the hardships entailed during the war, all of which were cheerfully met by the manufacturers and dealers as a prime necessity to win the war.

Electrics In Evidence

The exhibit of motor cars will include several electrics, in addition to all the well-known makes of gasoline vehicles. Everything will be shown, from the small, light, low-priced car class to the most expensive vehicle on wheels. Featured with many of the cars will be new body designs, many customs made, which are being offered by a number of the leading dealers, while the regular standard bodies will reveal new lines. The body display will be one of the most interesting features. The popularity of the inclosed car for all-year use is undisputed, and the great majority of makers will show models of that type. Limousines, phaetons, coupes, Berlines, Sedans, and landaulets will be seen in all their beauty and attractiveness, while the touring cars and roadsters will appeal to those who favor open-air touring. There will be many convertible body types, permitting a closed car in Winter and an open one in warm weather.

While the car display is the principal attraction, the accessory exhibit will be equally attractive, for thousands of visitors will be motorists who are not desirous of purchasing new cars, but are eager to see the improvements adaptable to heir particular cars. Hundreds of makes of accessories, parts and sundries will be offered by more than 150 manufacturers and selling organizations. Included in this list are the leading makers of the Motor Accessory Manufacturers' Association.

Cooling System Condensers

Among the more recent accessories will be condensers for the cooling system. A few years ago some of the English racing cars adopted these devices, and the idea was applied to certain passenger cars. The condenser in the form of a spiral tube winding above the radiator throat is said to be especially desirable in cold weather when alcohol in the water, to prevent freezing, is vaporised by the heat of the engine. This vapor finds its way through the coils of the condenser, and this being exposed to cold air causes the vapor to condense and flow back into the cooling system to mix with the water. This preserves the alcohol. Such novelties as a device which indicates at a glance the amount of water in the radiator without removing the cap to investigate, will be among the new things.

There will also be a varied line of automobile locks, some being very ingenious devices to prevent theft. Some are worked with a key and others have a combination lock similar to a safe combination.

Garage and repair men will find much that is interesting in modern and improved equipmnt for garage use. New methods of handling gasoline new types of air compressors, battery charging systems, improved ports of meters and heating system will be found.

Many of the standard accessories will reveal the direct influence of use in warfare. Many forms of construction which are sufficiently strong for civil use were found too light for the severe usage in the war zone. It meant redesigning in many factories to meet army and navy specifications.

Large Accessory Display

Accessories and parts will be exhibited in both the Garden and the Armory. The balconies and basement will be devoted to accessories in the Garden.

The exhibit of passengers during the first week will be grouped as follows:

Madison Square Garden, Main Arena: Buick, Cadillac, Chandler, Daniels, Dodge Brothers, Haynes, Locomobile, Marmon, Maxwell, Mitchell, Moon, National, Oakland, Oldsmobile, Overland, Packard, Peerless, Pierce-Arrow, Stearns, Studebaker, Stutz, Willys-Knight, Winton.

Exhibition Hall, on the main floor, adjoining foyer: Auburn, Baker R. & L., Cole, Dort, Mercer, Reo, Scripps-Booth, Velie.

Concert Hall, second floor: Essex, Hudson.

Sixty-ninth Regiment Armory, Twenty-sixth Street and Lexington Avenue: Apperson, Buick, Chalmers, Crow-Elkhart, Cunningham, Davis, Elgin, Empire, Franklin, Hupmobile, Jordan, King, Kissel, Lexington, Liberty, McFarlan, Nash, Owen-Magnetic, Paige, Phianna, Premier, Roamer, Saxon, Standard, Westcott.

In the Armory will also be shown several Liberty motors and a variety of body designs.

This year's exhibit is held under the auspices of the Automobile Dealers' Association of New York. The Show Committee is composed of Charles H. Larson, Chairman; H. R. Bliss, Harry J. De Bear, R. J. Gilmore, William C. Poertner, Walter A. Woods and Charles A. Stewart, manager.

A single fifty-cent admission ticket will be good for admission to both the Garden and Armory during the passenger car display and visitors may visit one building one day and the other on a following day if they so desire. The same arrangement will also prevail for the commercial vehicle show during the second week.

The Only Real Aid In Stopping Skids Is The Tire Chain

It Alone Can Really Prevent 90 Percent Of Motor Car Accidents

Skidding is the greatest danger that besets the motorist. It comes without warning, turns pleasure into peril and takes enormous toll in human lives and wrecked cars.

Statistics prove that fully 90 percent of motor car accidents and fatalities are due, directly or indirectly, to skidding. When a car starts to go it's usually a "goner." There is no time to wait or cogitate. There is no chance to adjust differences between the car and the slippery street. The only thing to do is to surrender to the inevitable.

Life can be lost but once—frightful injuries may happen frequently. You cannot afford to deny yourself, your family or others the luxury of physical existence. You cannot afford to coax calamity. Then why drive a car unequipped to conquer the hazards of slippery streets and roads?

Best Brakes Helpless

You would consider it foolhardy to drive a car with faulty brakes. Yet the best brakes cannot prevent skidding. There must be even and secure traction action—not merely brake action. Brakes can only control the rotary motion of the wheels. They cannot stop the side glide of rubber tires.

Rubber slips. Rubber will agree to anything the road has to offer. It is the weaker element. It slides on wet pavement like a cake of soap rubbed on the moistened hands. Rubber lacks the bite and hang on ability to prevent skidding.

Nothing has ever been invented in the way of anti-skid devises to equal tire chains, and it doesn't require the gift of second sight to see why this is true.

Wheels equipped with chains automatically lay their own traction surface. Friction is effected without affecting the tires. They strike the ground squarely—hold and release instantly. They fight for firm contact, always gain their ground [illegible] skid and drive slip.

Suppose two rows of [illegible] strewn directly in front [illegible] of your car. They would [illegible] ping surface, yet the trac[illegible] could not be better than [illegible] by tire chains. They are [illegible] skid device that has p[illegible] cannot be improved.

Chains Only Safe Meas[illegible]

Anti-skid chains mak[illegible] bad going wherever you [illegible] be lulled into a false s[illegible] by the good behavior [illegible] dry, paved streets. [illegible] the country runs? [illegible] or muddy roads with [illegible] is like rocking a ro[illegible] in mid-channel.

What Will Become Of The Army Trucks

American Commercial Journal Gives Interesting Sidelight On Situation

One of the reconstructing problems that has been the subject of widespread and sometimes acrimonious discussion is the disposition that is to be made of motor trucks in military service in America and abroad. A recent communication from the National Automobile Chamber of Commerce throws an interesting sidelight on this. The communication follows:

"While definite [illegible] cannot be given until further information is obtained from abroad, the automobile industry, and particularly those who make trucks, will be interested in the following statements based on interviews with Government officials:

"1. There possibly will be reductions in outstanding orders for trucks, with probable cancellation on of other war articles now being made by the automobile industry.

"2. Approximately 80,000 American trucks have been sent abroad for American forces. It is believed unlikely that any of these will be returned to this country.

"3. There are [illegible] 45,000 motor trucks en[illegible]n order for the U. S. [illegible].

"4. There are [illegible] 7,500 trucks in use by the army and navy in this country. It is believed all of the trucks will be required; and few, if any, will be offered for sale.

"5. Should it be found necessary to sell any of the army trucks or passenger cars in this country, the sales will be widely distributed to prevent disturbing conditions in any one locality.

"6. It is unlikely that any more passenger cars will be required by the army, but equally unlikely that any of those in hand or ordered will be offered for sale.

"7. The Automotive Products Section, under C. C. Hanch, chief, will continue for some time its functions in the way of advisory work in connection with cancellation or reduction of automotive requirements and reconversion of the automotive industry from a war basis to a peace basis.

"8. Official assurance is given that the greatest care will be used in stopping war work and turning industries to peace work with a broad consideration for labor and with a keen desire to aid companies by making adjustments and settlements in the shortest possible time."

PALMER
(ORIGINATORS OF THE THREE-RIB TREAD)
CORD TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

THE PALMER TYRE LTD.
119-123 Shaftesbury Avenue, W. 2.
London, England

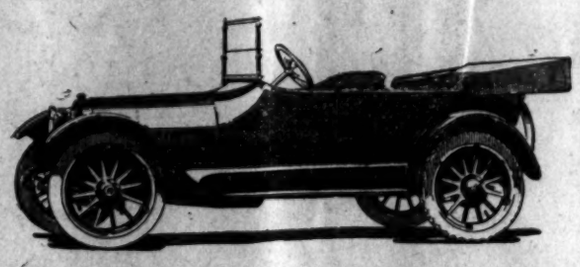
The Shanghai Horse Bazaar & Motor Co., Ltd.
SHANGHAI.

HONIGSBERG Buick SERVICE

BUICK CARS

DO you know that the Buick factories have now been released from all Government work and are rapidly getting back to their pre-war basis? A shipment of New Models is due here very shortly, and we advise you to put your name on our waiting list.

BEAUTIFUL NEW



1919 MODELS

THE BUICK 5-PASSENGER CAR

This model (H X Six-45) is a big, roomy, comfortable car, the compartments being liberally proportioned, with wide, deep seats in genuine leather. The instrument board is fitted with a speedometer and oil gauge, ampere meter, lighting and ignition switches, carburetor air regulator, and a small electric light. The top is of the improved one-man type, and has storm curtains in overhead retainers.

THE BUICK 3-PASSENGER CAR

This model (H X Six-44) is especially desirable for those who wish a car of limited passenger capacity, with an exceptionally roomy and comfortable driving compartment. The body broadens to accommodate a wide, deep seat for three, then curves in at the back to form a trim rear deck with a weatherproof receptacle. Easy entrance or exit is assured. The control and brake levers are well forward but within easy reach of the driver.

The Motor is the BUICK VALVE-IN-HEAD MOTOR

H. S. HONIGSBERG CO., INC.

40, Bubbling Well Road Telephone: West 1234

NEW HUDSON PRODUCT IS MOTOR SENSATION

New York Gives Warm Welcome To First Post-War Machine To Make Debut

New York, January 26.—What was unquestionably the most sensational event of the week on Gasoline Row was the debut of the new Essex car, designed by the engineers of the Hudson Super Six.

The new car, which was placed on display in the Circle Building salesroom of the Hudson Motor Car Company of New York, its Eastern distributors, attracted much favorable notice from thousands of motor car owners and agents, who thronged the salesroom during the week.

As the Essex is the first new car to be placed on the market since the United States entered the war the public naturally expected something pretty good, as it figured that no company could afford to enter the automobile manufacturing field at the present time unless it had something exceptional to offer.

In this those who did not expect something very radical or extreme were not disappointed, as the Essex met every requirement that the most critical motorist could ask for or expect of a car in the medium priced car field, to which the Essex belongs, and also contains many practical and exceptional features not found in other cars selling for $1,500 or under.

Harry S. Houpt, president of the Hudson Motor Car Company of New York, in discussing the car said:

"The automobile has developed into two general channels. The first leads in the direction of dignity, silence, refinement and smooth operation. The other emphasises economy of gasoline, tires, initial cost and depreciation. The cars that have been successful along this line have sacrificed comfort, appearance, longevity and some other of the essential elements that are necessary to the real motor car.

"Between these two there is a great field that has not been occupied by any car. It is the field which the Essex is to fill.

"Briefly," he continued, "the Essex is a light weight quality car of beautiful body design and finish which provides ample room for both driver and passengers. It also combines in its designs the comfort, durability and power of the highest priced automobiles on the market with the further advantage of greater efficiency, minimum depreciation and low cost.

"That the car apparently fills a real need in motor circles was indicated by the fact that the two demonstrating cars, which were run on fifteen minute schedules, were so crowded during the week that hundreds of prospective customers were disappointed."

Packard Tests Show Truck Men May Save $300,000,000 Yearly

Auto Concern Will Conduct Further Economy Contests During Present Year

Its test of last summer having proved to the Packard company the possibility of saving to American business men operating trucks the enormous sum of $300,000,000 yearly, another truck operating efficiency test has been decided on.

It began February 1 and ends January 31, 1920, a period of one year including every possible weather condition. Packard trucks are eligible and cash awards of $17,640 are offered to drivers, shipping clerks and accountants.

"In the first test," says R. E. Chamberlain, manager of freight transportation department, "the results showed that the three men who have most to do with the successful operation of a truck are the driver, the accountant or bookkeeper and shipping clerk. So in this new test the awards are going to these men. Packard truck owners will profit by saving real money through more economical operation and hauling efficiency.

"The one rigid requirement of this new test is that all operating, maintenance, cost and load data be submitted on forms of the National Standard Truck Cost System, as in the first test. The use of this system has shown Packard owners, who used it properly, exactly what they were getting out of their trucks in the way of work and how much it costs to do that work. As a general rule they learned that their trucks were not being given all the work they were capable of doing. Some found, too, that their trucks were carrying large overloads.

"The Packard owner starts this test with the basic principles developed by the Packard organisation of transportation specialists. He has an entire year to apply these principles to his individual business.

"We know that it is possible for him to materially reduce gasoline consumption, to save several hundred dollars yearly in hauling expense and to increase hauling efficiency to a very great extent by applying modern business methods to loading and routing. Every Packard owner should enter his truck in this test. The local Packard dealer will gladly give him all the information needed."

Entrants are divided into seven classes. All six ton trucks are in Division A; five ton, Division B; four ton, Division C; three ton, Division D; two ton, Division E; ton and a half, Division F; one ton, Division G. There are fifteen awards in each class. Driver's first award in each class is $500; accountant's, $125; shipping clerk's, $225.

Some Good Motor Advice Regarding Weak Batteries

Electric System Will Give Warning Of Approaching Trouble---Simple Methods For Recharging

When your electrical system fails to charge the battery your engine will begin to miss explosions and shortly after will refuse to run. Before this occurs, however, there will be plenty of warning. The lights will go down more than usual when the starter is used. They will brighten when you speed up the engine and grow dim when you slow down. These signs point to a weak battery. If observant you will have noticed that the ammeter registered a low charging rate. This indicates that the generator is not charging as it should. But the fault may be in the driver and not in the generator at all. If the starter or the lights are used too much the current will be drawn from the battery faster than it is being charged. So note that your battery gets the proper balance. If the car is run much at night the battery may not receive enough current. Run the engine more during the day time, so as to replace the current that has been drawn from it.

If the charging system has failed, due to some defect, have it attended to at a service station, and have the battery charged immediately. Some owners prefer to charge their own batteries from the lighting system in the house. This is a practical method and one that will grow, especially where service stations are not available.

Special apparatus is required, but it is not expensive. It may be connected to any lamp socket using 110-volt current. This may be direct or alternating, the apparatus differing according to which current is used. For direct current a rheostat is employed, which brings the current down to the right amperage, usually ten amperes for the average battery used on a starting and lighting system.

For alternating current a rectifier must be used to give direct current and to give the right amperage. The positive of the battery must be used to give direct current and to give the right amperage. The positive of the battery must be connected to the positive lead from the apparatus and the negative of the battery to the negative lead. This runs the charging current into the positive of the battery, reversing the chemical composition of the plates. Then, when the change is complete, charging is stopped and the current may be drawn from the positive in the usual manner.

Before charging see that the electrolyte covers the plates. Nothing but distilled water should ever be added for this purpose, and then only after the battery is charged. The electrolyte should cover the plates at least a quarter of an inch at all times. Having inspected and corrected this condition, the filling caps should be removed to allow the gas to escape. Then adjust the amperage according to the capacity of the battery. A discharged battery should start charging at one-tenth capacity. Thus a 100 ampere-hour battery should start at 10 amperes, a 60 ampere-hour at 6 amperes.

In an hour or so the hydrogen gas will start to come off very freely. This is known as gasing or boiling. When it gases freely, diminish the charging rate one or two amperes. The battery will be fully charged when the electrolyte reads 1.275 to 1.300 on the hydrometer. This will take about ten hours. The voltmeter reading will be about 7 volts, but the hydrometer test is more satisfactory. If the voltmeter reads 7 volts, but the electrolyte is low, it shows some acid has been spilled. This should be replaced, but only enough to bring the electrolyte to 1.300.

Even though an operator does not intend to charge his battery off the car, he should understand the process, since it will enable him to take better care of the battery in service.

"You set hot dishes right on the bare table! Aren't you afraid you'll ruin the surface?"

"Not at all, my table is polished with Johnson's Prepared Wax. It so thoroughly protects the finish that hot dishes do not affect it."

JOHNSON'S PREPARED WAX

protects and preserves the varnish adding years to its life and beauty. It cleans and polishes in one operation — covers up mars and surface scratches — prevents checking.

Johnson's Prepared Wax can be used on the finest finish without danger of injuring it. The hard glasslike surface it imparts protects the varnish and gives to it the sheen of a mirror. It contains no oil and does not become soft and sticky in hot weather. It does not finger print and cannot collect the dust. Use it on

Furniture	Motor Car
Woodwork	Piano
Linoleum	Leather Goods

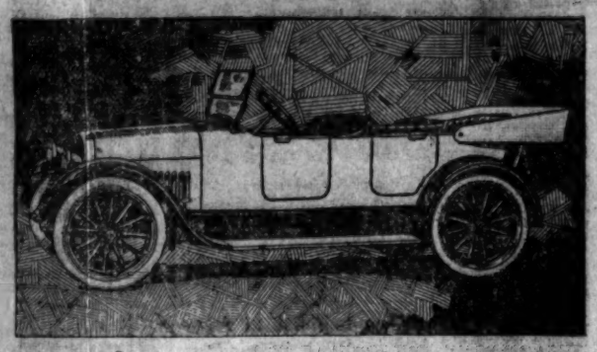
You will be astonished by the beautiful results attained from a single application of Johnson's Prepared Wax.

Your dealer can provide you with Johnson's products. If he does not keep them in stock he can easily procure them from us.

S. C. Johnson & Son
Manufacturers
Racine, Wisconsin, U. S. A.

Arts & Crafts, Ltd., Shanghai

Studebaker



The New LIGHT-FOUR

Beautiful in design
Thoroughly modern
Mechanically right

—the low-priced QUALITY Car

Economical to buy and maintain, big enough for the whole family, amply powerful, thoroughly up-to-date—desirable from every standpoint.

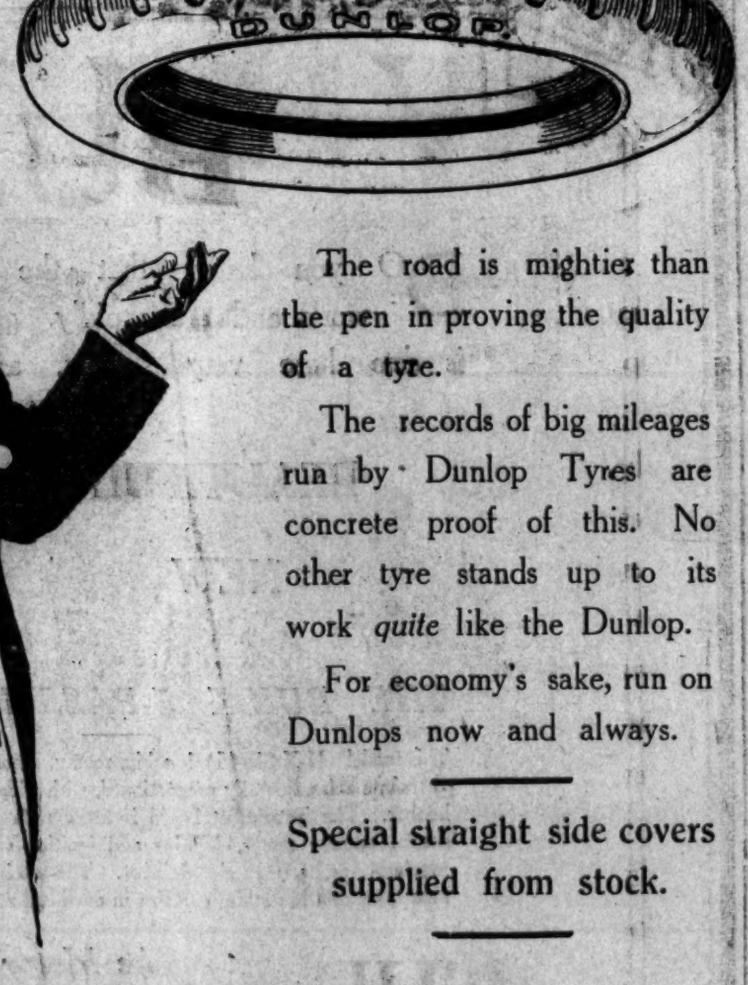
Its lines, its body-design, its fender-design, all stand out—the outward evidence of a real automobile, gracefully proportioned and properly built.

The Hotchkiss Drive, Flexible Couplings, Intermediate Transmission, New Semi-Floating Rear Axle and Improved Oiling System, are a few of the many features which have been perfected for an owner's satisfaction. The car is light, strong, dependable; especially economical to maintain.

For particulars and demonstrations, apply to the

SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.

West 1213 Garage Telephones: West 1202



The road is mightier than the pen in proving the quality of a tyre.

The records of big mileages run by Dunlop Tyres are concrete proof of this. No other tyre stands up to its work *quite* like the Dunlop.

For economy's sake, run on Dunlops now and always.

Special straight side covers supplied from stock.

DUNLOP
RUBBER COMPANY, LIMITED
Founders throughout the World of the Pneumatic Tyre Industry.

Phone 2248 20 Kiukiang Road, Shanghai Cables: "Pneumatic"

Useful Motor Lessons Brought Home By The War

Heavy And Continuous Usage Of Cars Reveals Possibilities Of Many Valuable Improvements

Few outside the automobile industry realise the extent of war's influence upon automobile designs and the changes which have been prompted as a result of the preponderant use of gasoline propelled vehicles as agencies of war and war transportation.

Of course it is too early for all the experiences of the war to have been worked out and applied to the models which will be shown, but there will be enough to interest all. The time between the signing of the armistice and the determination of the American industry to hold the New York show this winter and the opening thereof is too short for much new work. But manufacturers have not been idle in the war years, and because of war urgencies it has become more and more the policy of the factory to make improvements as the need is seen rather than to save up ideas for a coming year's models, and if there are not so many brand new models there will be so many new points incorporated in old models that it will amount to about the same thing.

Had Severest Test Possible

Racing has done much to develop the automobile. The high tension tests put exceptional strains upon the whole car and develop weaknesses that are not apparent in ordinary road use, except in isolated individual cases. Races, however, including all of the reliability and endurance tests, at best are of short duration.

On the other hand, cars used for war work were given the severest kind of service under all sorts of conditions for a continuous period. Then, too, great numbers of war automobiles were under one department commander, and where weakness or undue wear developed this man knew all about it and was able to suggest improvements of a constructive value which would be impossible with a large number of individually owned cars.

Take the case of the universal joint. An individual may have trouble with this part. It may be found worn out after the car has run a certain number of miles. The owner at once wants to know if that is the life of the universal, or if he simply had a poor one. The commander having this experience simply ascertains whether there has been trouble in other cars and the experience charts tell him the whole story and he knows what to suggest to the manufacturer.

If, however, the manufacturer receives a complaint of this kind from the individual owner and there have not been a sufficient number to indicate an inherent defect he questions whether it is not due to some neglect of the owner, and not due to faulty material or workmanship.

Design Is Found Faulty

In one of the training camps where there were several hundred trucks in use one after another of them developed trouble in the condenser of the ignition system. It was of reliable make but the condenser had not been designed just right for the particular service. The trouble led to tests, which showed that the condenser design was faulty, and it was corrected. The manufacturer of the system and the manufacturer of the condenser both know a little more about condensers than they otherwise would know, and this same thing has happened in many parts of the engine, chassis and attachments.

It is true that under this exceptional strain there are many troubles developed which would not show in ordinary use, but nevertheless it has given the manufacturer a very good idea as to the parts which have a small factor of safety. He has better knowledge today of shortcomings of design and of the necessary corrective measures.

The war has demonstrated that the automobile is more reliable and can be used through a greater range of service than had been dreamed of. At the same time it has shown the desirability of simplicity in design and of accessibility of parts which require attention, which make it possible for the non-mechanic to drive and take care of the car and keep it moving under all conditons. Some motors had to be redesigned, at least in part, because of the developments in this laboratory.

Rural Mail Carriers Favor U.S. Tires

One Delivery Man Uses Tread For Over 12,000 Miles

The mail carriers on the rural free routes of America are among the best customers of the United States Tire Company. From no other class of tire users does the company receive stronger endorsements for its product.

William Devers, who operates a mail route in Missouri, is enthusiastic about a set of Usco treads. His route is twenty-six miles long. One of the tires ran seventy-eight weeks, making a total of more than 12,000 miles.

CONVICTS DO GOOD WORK ON AMERICAN HIGHWAYS

Good Results Shown In Construction In Many States; Attempts At Escape Few

Convict labor for highway construction and maintenance has been employed very generally by many States during the last year. Reports recently received by the Lincoln Highway Association at Detroit indicate that this method of construction has been an unqualified success in every instance, the work proving not only of value to the State, but of benefit to the convicts.

New Jersey worked several gangs of convicts for long periods in the construction of concrete sections of the Lincoln Highway during 1918, and this form of labor was also utilised to a greater or less extent in Wyoming, Utah, Nevada, and California. Ohio made use of a number of boys from the Ohio State Reformatory in the construction of a brick section of the Lincoln Highway, near Mansfield. Nearly a hundred State convicts were used on concrete construction near Shinsle Springs, Cal., and from forty-five to sixty-five were kept constantly on the job, financed by the Lincoln Highway Association, in Fisher Pass Tooele County, Ut... June to November.

A small gang of Negro convicts accomplished excellent work in King's Canyon, on the Lincoln Highway, near the Nevada-California line. It is evident that this form of labor will be utilised to an even greater extent in the future upon projects of State importance. There has been no protest from organised labor in connection with this form of work for State prisoners.

In every State the men work under the surveillance of guards, although the latter are seldom needed strictly as guards, for the men like to get into the open air, and rarely does one of them make an attempt to break for liberty. The guards are told by the road foremen just what work is to be done, and with this information in hand, they serve as foremen over the men. Only two convicts of the number employed between New York and San Francisco in the States enumerated, upon Lincoln Way construction work during 1918, made an attempt to escape. These two men escaped from the gang at work on the Fisher Pass section in Utah, but were soon recaptured.

Motor Expert Gives Six Simple Rules To Avoid Battery Ills

President Houpt Of Hudson Company Tells How To Prevent Damage

"It is surprising how many cars are brought into our repair shops for very minor troubles, which could easily be avoided if the owner or driver would exercise a little care," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"Take the car's battery. With ordinary care it should run for two years, yet we have owners come in with battery trouble after a few weeks' service and in every case the trouble is not with the battery, but due to the owner's neglect.

"Here are six simple rules to follow in the proper care of the battery:

"Examine the battery at least once every week in summer and once every two weeks in winter to see that the liquid solution is up to the proper level. Nearly all battery troubles are due to the owner's failure to do this.

"Under no circumstances use anything but pure, distilled water. Boiled water will not do—it must be distilled water from which all impurities which would injure the battery have been removed.

"Never add acid or electrolyte yourself. This should be done by an expert battery man.

"All metal parts of connectors which are not lead-coated should be kept covered with a thin coating of vaseline.

"Look at your battery occasionally and if the solution has sprayed or spilled, wipe clean with a moist sponge.

"Don't lay tools, or anything, else, across the top of your battery."

"SPHINX" HATHI

Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

"Listen my children" said Hathi the wild Elephant. "Ye have seen men travel on the wagon that hath no bullocks; fleeter than any of the jungle people, fleeter even than the sambhur and more silent than the young buck at the Waingunga. Now look ye at this I hold in my trunk. This it is that helps the man's fire-wagon to travel far and fast. It is strong even as I, and man calls it the Sphinx."

The Sphinx Manufacturing Company
Birmingham ——————England.

SPHINX

An illustrated catalogue of Sphinx Sparking Plugs suitable for all types of motor engines can be obtained on application to the offices of this Journal.

YOU, too, should study this mark of good travel. Firestone Tyres are dependable; built for wear and tear of all kinds.

The Non-Skid letters hold the car true in all weathers and the Firestone "extras" of material and building insure long wear, which means lowest cost.

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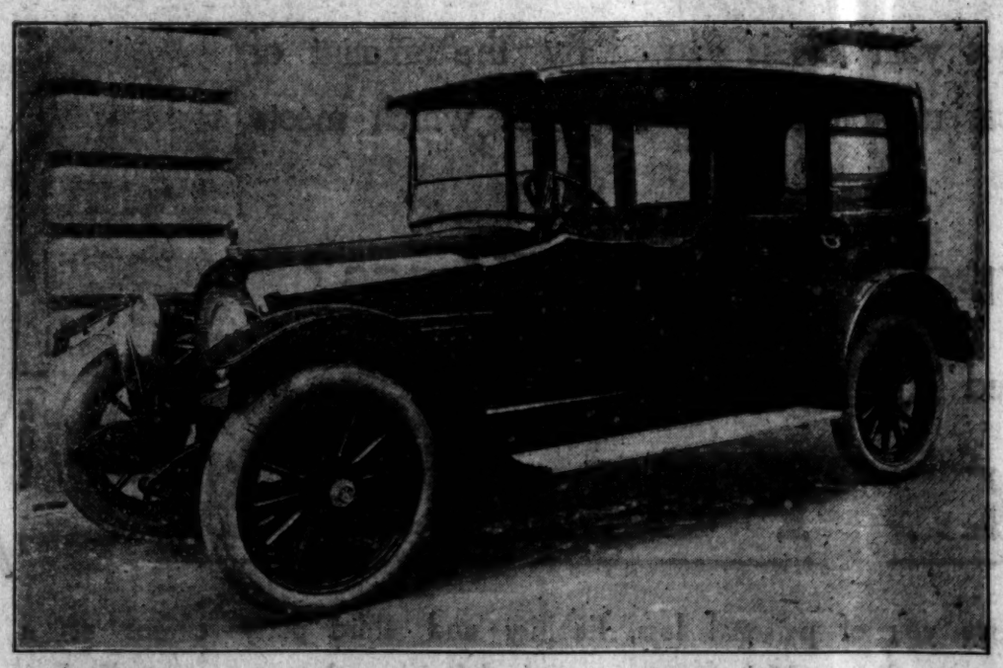
2A JINKEE ROAD
J. R. HARVEY (Proprietor)

Firestone

The new improved Firestones are truly economy tyres.

Announcing the Arrival of

WILLYS-KNIGHT



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LIMOUSINES

For all-the-year-round motor service these cars are thoroughly satisfying. Aside from their captivating style appeal—aside from their luxurious comfort and convenience—they have a distinct and important advantage, for they have the Knight sleeve-valve engine, which is

The quietest engine ever designed

and the only engine that actually improves with use. The bodies of these cars, of the best materials, are built, upholstered and finished by specialists with broad experience in fine car artistry.

For demonstrations and particulars, apply to

THE CENTRAL GARAGE COMPANY

2a, Jinkee Road *Phone: Central 3809*

RECORD BREAKING YEAR IS SEEN FOR AUTO TRADE

American Automobile Association Man Predicts Great Season During 1919

"Optimism is a great thing. 'Blue sky' is a wondeful psychological phenomenon and the ability to spread it around and make others see the silver lining has saved many a business from going to smash, but the sort of optimism which is backed up by cold, hard boiled facts instead of mere heated oxygen and dream stuff is the sort of optimism that really counts.

"This fact backed optimism is what the Automobile Dealers' Association is blessed with just prior to the opening of the big nineteenth annual automobile show. Nineteen hundred and nineteen is to be the best automobile year in history and the automobile show will prove it."

C. H. Larson, chairman of the Automobile Dealers' Association show committee, made this declaration recently at a meeting of the New York show committee. Then continuing to tell why, he remarked:

"If we were going round telling people that we had a great show on the way and yet had only about half of our space sold, or if there were only a few Toms, Dicks and Harrys exhibiting accessories, it might be one sort of optimism, but it would not be the sound kind. The fact that we have every foot of car exhibit space contracted for in both buildings for the first week, which is passenger car week, as well as for the commercial car show, is evidence that our predictions are justified.

"We know that throngs of people will visit the show this year as they have other years—probably a bigger attendance than ever. Dealers from many part of the country as well as the Eastern sections have written us that they are on their way to visit the show. The amount of advance publicity which has been given to the exposition in all sorts of media is ample evidence that the public will be flocking to the doors of both the Armory and Madison Square Garden. Indeed the customers of the majority of our members have signified their intention of so doing.

"If one stops to consider for a moment or two it is obvious that the attendance ought to be greater than ever now that peace has been declared. With so many thousands of men being demobilised daily it is fair to assume that a large percentage of those in the vicinity of New York will take advantage of the exposition.

"Many of those who went to the front sold their cars before starting and now are anxious to purchase new automobiles. Naturally they will wish to take advantage of the exposition to pick out what makes the strongest appeal. Then there is that army of people who would not buy a car while we were at war because of the uncertainty of war conditions, the restriction on the use of gasoline and because they expected to be in service themselves within a short time. These are the people who will fill the aisles of the Garden and Armory, while dealers, repairmen and those connected with the motor car business will flock to the exposition either in search of making new agency connections or simply keeping abreast of the times.

"Then when we come right down to the basic point of all we find ourselves facing the condition of plenty of money being in circulation. The war's reaction is quite noticeable in the way money is being invested today in all sorts of business ventures, whereas in November promotions, outside of those designed to build purely war materials, were at a standstill. You cannot milk a fish, but when apples are ripe on the tree a little shaking of the limbs brings down the fruit, and the very people whose money was almost hopelessly tied up a few months ago are now able to realise on their investments and can afford to buy new cars.

"Not only is there to be quantity in both sections of the show but there will be quality present as well. The top-notchers of every branch of the industry will exhibit, including the makers of complete cars, accessories, parts, bodies, etc.

"The optimism of our committee is 18 karat and all wool and a yard wide. Industrially, artistically, and, what is more important than anything else, financially, the show will be a success, for the sale of space has been considerably in excess of what the actual running expenses of the exposition will be."

Hats Suggest New Spring Fashions

(Continued from Page 3)

woven, and it is drawn tight around the eyes and the top of the nose, leaving the neck and lower part of the face bare.

Imitation Of A Mask

It is the best imitation of a mask that we have had so far, and it is intimated that it was taken from the influenza mask which was worn over the lower part of the face. One of our own designers of eccentricities has produced a genuine influenza mask veil of dyed lace which is drawn upward over the chin and nose to the back of the head. The French one is most seductive and coquettish.

In America we are addicted to veils. We wear them at all seasons, whether or not we know how to adjust them. The reason for their diminished fashion, during the last year is due to war activities of most women.

First, a veil takes a long time to adjust; it should be done well or not at all; and secondly, it is not a good addition to uniform caps. So the veil dropped out, except among a certain segment of fashionables who would feel ashamed of their nakedness as they say, if they went without it.

For those who wear the veil the milliners and jewelers have united in introducing a trifle which has gained much prestige. It is an arrow, an aviator's wings, a dagger or the fleur-de-lis done in jewels. This catches the veil at the extreme upper tilt of the hat in front.

It has been the jewel of the war. Women have turned their broches into these veil pins; they have had other jewelry reset to possess the luxury of the moment, and they have bought them in real or imitation stones, in order to be in the procession of fashionables.

BONUSES TO DRIVERS SAVE TRUCK EXPENSES

Goodrich Rubber Company Finds System Works Out Well In Practice

Bonuses for truck drivers who operate their machines efficiently and economically. This method is being adopted by scores of motor truck owners in getting the utmost value from motor haulage, according to the B. F. Goodrich Rubber Company.

Various systems of paying bonuses to drivers have been successfully installed. The plans embody a division of the savings effected by vigilance, judgment and restraint exercised by the driver, in which both the driver and the owner of the truck share.

The driver is in a unique position. He is almost a free agent. Big truck operators have found the investment at stake justifies a bonus plan, says the Goodrich Company. The truck owner realises the fact that the driver is doing nine-tenths of his work outside of the supervision of his employer and that the driver controls the destiny of an investment worth from one to six thousand dollars.

Could Lengthen Trucks' Lives

Trucks are being discarded every day which with interested care might have lasted not two but three or four years longer. Not only the life of the truck is to be considered, but also the cost of repairs during its use.

The owner might object to paying a bonus of a dollar or two a week, but he will usually pay without hesitation bills of from $50 to $200 for broken parts, because there is no escape from it. Adding such consideration as accidents, litigations, cost of tires and fuel and the amount of work accomplished daily the advantages of entering into the bonus partnership with his driver will become obvious to the truck owner. The Goodrich Company calls attention to two successful bonus plans.

A prominent building supply company rewards its driver for two things; first, his activity, that is, the miles of useful work which he has covered in the time at his disposal, and, second, his economy in using oil and gasoline in performing that work. The two results are expressed in percentages, which are mixed and an average percentage taken which expresses the driver's efficiency.

Sliding Scale Of Bonuses

Before a driver can collect a bonus he must show at least 80 percent efficiency. Between 80 and 90 percent the driver receives a premium of $2 a week, and between 90 and 100 an additional dollar, and for 100 percent he receives $4.

Another admirable bonus system, recently installed by the owner of a fleet of motor trucks in the middle West, is based on the ton mile. This means the hauling of one ton one mile. Thus, if you take one ton five miles you will have five ton miles; likewise, if you carry five tons one mile you will get the same result.

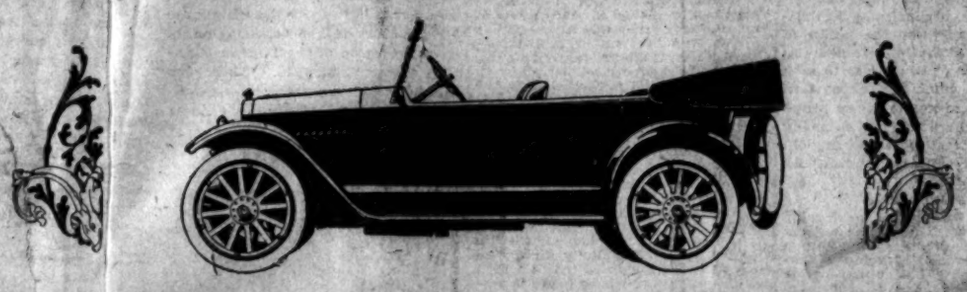
By dividing the total costs over which the operator has control, such as gasoline and oil consumed, drivers' and helpers' wages, repairs, tire renewals, etc., by the number of ton miles delivered, a rate per ton mile is found which may be compared with a fixed rate established by the company. The drivers are then given a bonus amounting to 50 percent of the savings they can effect below the standard cost fixed by the company.

PENNSYLVANIA
TIRES AND TUBES
Guaranteed 5,000 Miles

Sole Selling Agents for China:
K. T. C. GARAGE
Owned and operated by
THE KLAUBER TRADING CORPORATION
21 Foochow Road

Sole Importers: R. MARTENS & CO., LTD.

Announcing
the arrival of a shipment of
STEARNS-KNIGHT
TOURING CARS



Stearns is *the* High-class Car
and is proving its superiority on the Shanghai market.

"Distinctly a car for discriminating people"

For particulars and demonstrations, apply to the
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A Motor Car is only as good as its Insurance Policy!

When accident or fire comes your loss is gauged by the amount of damage to your car. A car unprotected by Insurance which meets destruction is a total loss.

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Are you "covered" in the event of mishap?

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relieve you of personal loss, liability and third party claims at a small cost annually. Make your car of definite value to yourself by taking out an XS Policy.

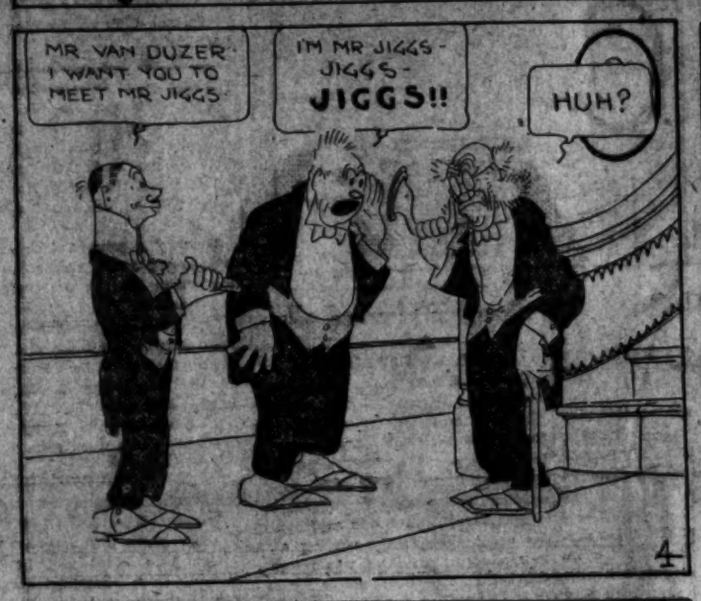
Write for Prospectus

C. E. SPARKE INSURANCE OFFICE
AGENT
EXCESS INSURANCE COMPANY, LIMITED.

Sporting and Comic Picture Section
Sunday, March 9th, 1919

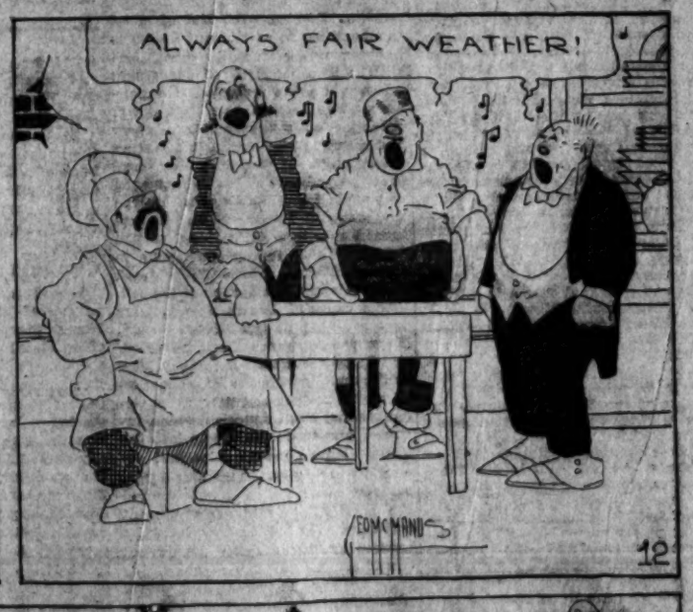
Bringing Up Father

OH! MY DEAR - I HAVE SUCH GOOD NEWS FOR YOU. YOU'VE BEEN ELECTED TO THE SWELL DE PEYSTER CLUB - MR CLARENCE DE VERE WILL TAKE YOU THERE THIS EVENING -
THAT'S ALL YOU THINK OF IS CLUBS AND ROLLING PINS!
1



NOW - YOU JUST MAKE YOURSELF AT HOME - I'VE GOT A TIDDLY WINKS MATCH ON UPSTAIRS OR WOULD YOU CARE TO JOIN US?
NO THANKS - I'M HAVIN' TOO MUCH FUN RIGHT HERE -
6

YES DEAR - YOU CAN STAY OUT AS LONG AS YOU LIKE - JUST SO I KNOW YOU ARE AT THE CLUB YOU MUST BE HAVING A GOOD TIME - I CAN HEAR THE GENTLE MEN SINGING NOW!
11



SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MARCH 9, 1919

WARM WEATHER AIDING ATHLETES

Advent Of Spring Brings Olympic Men Out All Over Country

NEW SPRINTER UNCOVERED

Hwaung, Amoy Short-Dash Man, Travels 220 In Record Time

With the advent of spring things are beginning to move more rapidly in China's preparations for the Far Eastern Championship Games. Reports are coming in from many quarters that muscles which have been frozen stiff all winter long are beginning to get limbered up and are crying for a chance to get out on the cinder path. In the Southern districts track suits have already made their spring debut with the result that some new and unexpected material is making its appearance.

Fukien Province is making a very strong bid to get into the athletic limelight by getting a few men on the China team. Mr. John Bradshaw at Amoy is uncovering some young hopefuls in that city that ought to help China's chances at Manila if they live up to the advance dope. They say they have a sprinter there who can step 10 2/5 in the 100 yards and who has already broken the Far Eastern Record in the 220, running it in 23 2/5. He is J. C. Hwaung. Fortunately the weather gets warm down his way considerably earlier than up this way. There are two training mates of Hwaung's who are working on the Pentathlon and Decathlon. Mr. Bradshaw sends a list of the records of one of them which total better than the score made by the second place man in the Decathlon in Japan in 1917, which is hopeful in spite of the fact that these scores all have to be made within two days.

Word comes from Taiyuanfu, in Shansi Province, that great plans are being made for the North China Meet about the middle of April, which will be the big tryout for North China athletes. The Governor of Shansi Province is financing the meet and is showing great interest in other ways. They are putting on almost the whole Manila program outside the swimming. Mr. H. R. Williamson and Mr. H. E. Arnold are the foreigners in Taiyuanfu who are doing most to help the meet along.

The Government Institute of Technology, Nanyang College of Shanghai, has an aspirant for a place among the runners of the modified Marathon. He has been ambling with the Harriers all winter and has run everything from a mile to twenty-five of them.

There is no doubt that the football and volleyball teams from South China will be in trim since the weather is so favorable in that region for training. That they will give a good account of themselves at games is shown by past experience. Both these teams have won the Far Eastern Championship twice in succession.

As the time draws near to leave for Manila there is every reason to feel encouraged at the prospects of getting together a creditable team of Chinese athletes.

If anyone knows of any outstanding athhletes anywhere with whom the committee may not be in touch he is requested to drop a line to the Honorary Secretary of the Committee for China, 4 Quinsan Gardens, Shanghai.

Japanese Diet May Aid Team

The question of expenses for the Japanese team is now engaging the attention of those interested. It is for the Japan Athletic Association to settle the question but in some quarters the necessity of making a new departure on this point is being urged.

The Asahi says that on the occasion of the three preceding Olympics at Manila, Shanghai and Tokio, the champions of the various countries were despatched with the assistance and protection of their Governments. Such assistance was not only material, but even negotiations on small personal matters were also helped forward by the authorities. On the occasion of the Olympic Games at Stockholm, Great Britain sent her champions by a warship, while the United States placed a steamer at the disposal of her representatives. When the Oriental Olympic was held at Shibaura, Tokio, 1917, the Philippines and China conducted negotiations regarding their champions through their Governments with the Foreign Office and it is said that this startled the Japanese authorities.

Mr. Kano, director of the Tokio Higher Normal School; Dr. Kishi, a prominent Tokio lawyer; Mr. Takeda, director of the Osaka Higher Commercial School, and Mr. Hibino, a member of the House of Representatives, who are regarded as the leaders in the athletic world of Japan, says the Asahi, maintain that so long as the Olympic is of an international character, the Government should provide some special facilities for the champions. It is reported that these gentlemen are now taking steps to introduce a proposal to the present session of the Diet, asking for monetary assistance from the Government for those who are to represent Japan at Manila this year.

Dr. Kishi admits that the proposal is under consideration, but he is not sure whether it will be brought forward at the present session of the Diet. Nor is he sanguine regarding the success of the proposal.

Smiles from the Mixed Court

There may be a certain amount of luck connected with the act of picking up a horse shoe—provided there is no horse attached thereto—but the picking up of stray umbrellas is attended with nothing except misfortune; so, at least, Nyung Kung-yeu passionately maintains.

Nyung's presence in the Mixed Court was the result of an attempt to carry off a packing case containing many thousands of a popular variety of cigarette which had been loaded aboard a barge in Soochow Creek, intended for the up-country trade. According to the laodah and crew of the craft, they were at the time engrossed in their evening meal, amid the din of which they did not hear a party of four men clamber aboard and ale-ale the cargo ashore. When the loss was discovered the thieves were engaged in hoisting the box onto a truck and by the time the boatsmen got to the scene the three fleetest footed had faded into the night and only Nyung remained.

This story Nyung denounced as a matchless piece of mendacity, designed to ruin an honest man. He had never stolen a cigarette at any time during his career. Further than that, he abhorred cigarettes and regarded them as a menace to the peace and progress of China. How then could it be supposed that he would stoop so low as to go aboard a boat and deliberately filch several thousand of the beastly things? At the time he was seized and accused, he explained, he was merely proceeding from his own home to the residence of relatives where he hoped to induce some one of the latter to advance him a little cash to tide him over the week-end. As he was passing along the Soochow Creek at the point where the barge was moored he noticed an abandoned umbrella lying in the mud of the roadway. Being of frugal habits he walked over to gather it in and was just stooping to pick it up when the laodah and his malicious gang hurled themselves upon him.

Investigation of Nyung's record failed to produce anything to inspire the confidence of the court, which decided that the smokers up Soochow way would stand less chance of running short of fags during Lent if he were laid away until about Easter.

In Which Hopes Are Damped

A loud, emphatic splash in the Whangpoo at 1:55 a.m. disturbed the placid nocturnal deliberations of an Annamite policeman stationed at Avenue Edward VII. and the Bund and he strolled over to look into the matter. Peering over the edge of the bunding he saw Dzau Lee-sung bobbing under for the third time with an expression of surpassing peace upon his upturned countenance. The Annamite reached down, entangled a few fingers in Dzau's hair and dragged him forth, spluttering indignantly. It was then discovered that the point at which the salvaged one made his plunge was within the International Settlement and he was turned over to a C.P.C. and trailed dripping and lugubrious away to Central Station where he relapsed disconsolately in a corner of his cell.

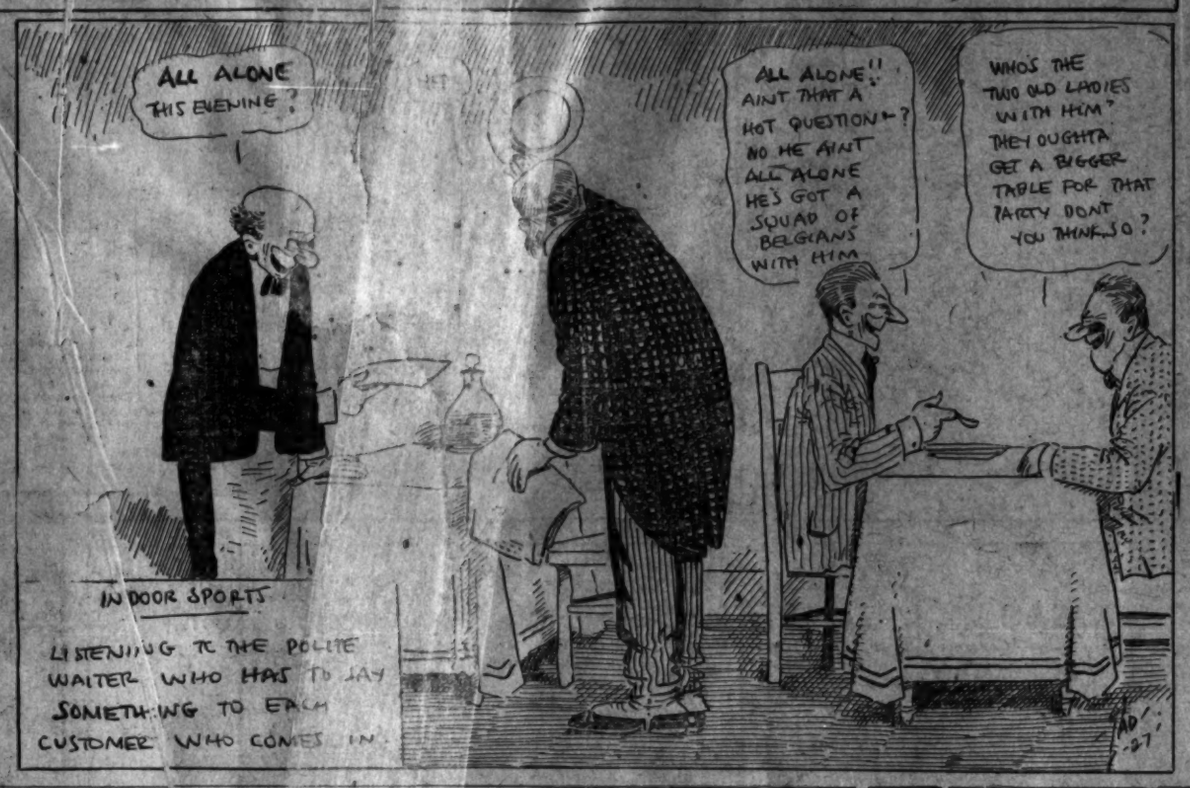
The cause of Dzau's despondency was revealed in the Mixed Court. He was twenty years of age, he stated, and by profession a bookmaker. Now in the making of books he was assisted by his mother and it was this circumstance, Dzau deposed, which inspired him to do his brodie into the brine. Dzau's maternal parent, according to her son, was the large, somber cloud which shortcircuited the sunlight in said son's present existence. No matter how hard he worked or how adroitly he pasted, bound and trimmed the tomes, his collaborateur regarded his efforts with blighting contempt and kept up a continuous fire of slighting comment on his output, together with bitter remarks as to traits inherited from the other side of the family. And if it wasn't the books it was something else, till life contained nothing for him but trouble, trouble and more trouble and the quietude of the Whangpoo developed into an irresistible lure.

Dzau was obviously hopeful that the court would order him thrown back into the drink. But the court directed him turned over to his mother. Of what transpired thereafter no report has been made to the police.

Misdirected Energy

Found prowling about the compound of a foreign residence on North Szechuen Road Zung Vanching stated to his captors that he had come there looking for his friend Li. The head of the home doubted the statement but, nevertheless, started to make inquiry among the household staff to find if there were any named Li on the payroll. While his attention was thus distracted Zung made a flying break for freedom, aiming at a window. The only miscalculation in his plan lay in the fact that there was a stout screen in front of the exit, which retarded the flitting one considerably. He appeared somewhat shaken when extricated, the householder's confidence in the story being in a similar condition. This much having been placed on record the court ordered Zung returned to his cell for a week while discreet inquiries are made into his past life.

INDOOR SPORTS By Tad


ALL ALONE THIS EVENING?
ALL ALONE!! AINT THAT A HOT QUESTION? NO HE AINT ALL ALONE HE'S GOT A SQUAD OF BELGIANS WITH HIM
WHO'S THE TWO OLD LADIES WITH HIM? THEY OUGHTA GET A BIGGER TABLE FOR THAT PARTY DONT YOU THINK SO?
INDOOR SPORTS
LISTENING TO THE POLITE WAITER WHO HAS TO SAY SOMETHING TO EACH CUSTOMER WHO COMES IN.
AD-'27

At The Theaters

The Dolly Sisters, Broadway stars, will appear at the Apollo Theater beginning Thursday night in their first film production, "The Million Dollar Dollies," a five-part photoplay that features the versatile sisters with an Oriental background. The picture is an old-world mystery in a modern setting.

Tonight offers the last opportunity to see Frank Keenan in "Loaded Dice" at the Apollo and this afternoon's offering is "Chicken Casey," with Dorothy Dalton.

Beginning tomorrow night the Apollo bill will be headed by a Hattie production, "The Ghost of the Rancho," starring Bryant Washburn. The picture will run until Thursday night. A Vim comedy, "Spaghetti," and Pathe's British Gazette will complete the program.

"Snow White," a delightful Paramount in five reels, is the attraction at the Victoria Theater tonight while serials hold the boards at the Isis Theater.

The Isis announces for this afternoon and tonight the 11th and 12th episodes of "The Mystery Ship" and the 12th episode of "The House of Hate." Beginning tomorrow the 13th, 14th and 15th instalments of the latter film will be screened.

"Tarzan of the Apes," a stupendous film production, was seen at the Olympic Theater last night by a big house. The picture will be screened tonight for the last time. It is a unique film and is replete with sensational incidents.

Two Frawley Companies To Be Seen In Shanghai

Two American theatrical companies are to stage late musical comedies and the other to produce New York and London dramatic successes will be brought to the Far East by Mr. T. Daniel Frawley, of the Frawley Company, who left for the United States yesterday on the Shinyo Maru. Mr. Frawley goes to San Francisco, Los Angeles, Chicago and New York to select his casts.

The musical comedy company will leave New York in July after a month's rehearsing. A short tour will be made in the United States and the company opens at Honolulu the third week in August. Japan cities, Shanghai, Hongkong, Manila, cities of the Straits Settlements, Malay Straits and India will be included in the tour. The new Frawley Dramatic Company, with Mr. Frawley himself, will follow soon after with a repertoire of selected new plays.

Mr. Frawley left his present company at Hongkong where a short engagement started last night, one night being played at Canton. From there the company goes to Manila and will open here at the Lyceum Theater April first. The present company will disband at Honolulu, completing the most successful Far Eastern tour ever made by an American company—under the direction of the man who was the first American producer to bring a company from the United States to the Far East—in 1902.

Several changes have been made in the company that will open here in April with ten plays, five of them never before staged here. Mr. Frank Wilcox, who has headed his own companies in Rochester, N.Y., is playing the leads instead of Mr. Frawley, with Miss Molly Malim opposite. When the company was here thirteen months ago, Miss Malim shared the female leads with Kathryn Browne-Decker, whose death occurred at Colombo on February 10. Mr. A. R. Mathews, with the Bandmann Company until 1914, and Mr. Gordon Blythe, who joined the company in India, are actors to be seen here for the first time with the Frawley Company. Mr. Mathews was invalided from the British army after sustaining wounds in Meopotamia.

The following plays will be staged here: "Mary's Ankle," "Common Clay," "A Pair of Sixes," "Alma," "A Pair of Queens," "Fair and Warmer," "It Pays to Advertise," "Bought and Paid For," "The House of Glass," and "Twin Beds."

The new company which opens at the Lyceum in August will have "Parlor, Bedroom and Bath," "Upstairs and Down," "The Brat," "The Very Idea," "Three Faces East," and seven others. Mr. Frawley has opened negotiations for "Tea For Three," one of the most successful farces of the present season and he hopes to bring this play back with him.

The Frawley Company has made history since it left here. The 18 months' tour of the Far East has been unprecedented and everywhere the popular players drew heavily. After playing all the important cities of India and the mountain health resorts, they were forced to play return engagements everywhere.

Sixteen years ago when Mr. Frawley went to India, he purchased temple gongs at the famous Arakan Pagoda, in Mandalay for the Bohemian Club in San Francisco and the Lambs Club of New York. The Bohemian Club gong was lost in the San Francisco fire. The gong at the Lambs Club was broken when the members went into new quarters a few years ago. So Mr. Frawley was commissioned to purchase two more gongs on the present trip.

He has them with him, together with one each for George M. Cohan, David Belasco and the Friars Club. And the gongs have an interesting story.

They were rung for the first time by white men on the morning of November 12, at three o'clock in the morning to be exact, when the news of the signing of the armistice was received in Mandalay.

Mr. Frawley was awakened shortly before three o'clock by the excited telegraph operator who received the history-making message. Mr. Frawley and the telegraph operator drank a toast to the Allies, the bearers were awakened and two of the gongs started announcing the glad tidings.

The Colonel in charge of the British garrison at Mandalay was awakened and was the first to investigate. He was apprised of the news and the three men drank a toast to the Allies. The Colonel's wife grew anxious when her husband failed to return and she came over. She found the Colonel busy striking the temple gong, which finally awakened the British Judge of the district. He too, investigated—a third toast followed—and the Judge was assigned to a gong.

The Colonel's wife finally decided to ascertain the whereabouts of her husband and when she arrived she, too, was allowed to man a gong. "And the toasts were not forgotten," said Mr. Frawley.

As morning dawned and Mandalay arose, the natives saw four white men and two white women marching about ringing the temple gongs. And every other white man within hearing distance soon knew why the gongs were sounding.

Mr. Frawley was very enthusiastic about his tour and his new companies. He plans to bring back an all-star dramatic combination and a musical comedy company of 36 people, with pretty girls, singers who can sing and dancers who will be able to execute parlor or stage numbers. The company will include a jazz drummer and a musical director.

Shanghai Harriers' Club

Smith Wins 3-Mile Chase

Damp and very heavy going tested the staying powers of those of the Harriers who turned out yesterday for the Club's three-mile paperchase in the Klangwan district. The turn-out was smaller than usual owing to the weather and ground conditions, but considerable interest was attached to the event through the offering of a new silver cup, which was recently donated by a club supporter for annual competition in a race of this description.

The runners were sent away from Hongkew Park by F. W. White and Tom McKenna took the lead, closely pushed by B. Lawrie Smith. This order was maintained until the last mile when Smith went into first place, beating McKenna home by 10 seconds. L. Zelinsky, a very promising young runner, took third place. Smith's performance was a reversal of his last week's form and he finished in 20 minutes, 10 seconds, taking first leg on the cup. T. Dunne acted as referee.

The cross-country season is drawing to a close and only two more runs remain to be staged, the season winding up with the 10-mile open road race at Jessfield, to be held March 29.

Members of the Harriers' Club are now holding training runs on the Hongkew Park track each Wednesday evening and all local athletes are invited to join, giving an opportunity for intending entrants to get into shape for the Club's big field meet, scheduled for May 3. A fine lot of prizes has already been donated for this meet and interest is developing rapidly. Intending contestants are urged to get their entries in as early as possible, sending them to Mr. F. W. White, 38 Kiangse Road. The program of sports includes twenty events and should be productive of some keen competition.

OPONUI AT ASTOR GRILL

Charlie Oponui, Hawaiian musician and ragtime singer, is appearing nightly at the Astor Grill during and after dinner. The Hawaiian was first heard here at a reception at the Town Hall given sailors passing through Shanghai on their way to Manila and he made a great hit.

Coming Attractions

With the Charles Howitt and A. Phillips Company opening a short return engagement at the Lyceum Theater next Friday night and the Banyard Musical Comedy Company billed at the Olympic Theater beginning Tuesday night, March 18, local theater patrons have a full time ahead.

The Howitt-Phillips Company returns from Tientsin and will stage several new plays. The Company will be here until March 23.

The Banyard Company includes 17 American musical comedy artists and is now playing to good houses in Japan.

THREE FIVES LEFT IN LEAGUE RACE

Training School Has Best Chance To Win Basketball Championship Title

CRUCIAL GAME THURSDAY

Rowing Club Meets League Leaders On Y.M.C.A. Floor; Rooters To Be Out

STANDING OF THE TEAMS

	W.	L.	P.C.
Training School	8	2	.800
Y.M.C.A. Blues	10	3	.769
Rowing Club	7	3	.700
American School	2	8	.200
Y.M.C.A. Reds	2	9	.180
U.S. Navy	1	10	.090

Games This Week

Tomorrow evening at 6:30.
Navy vs. Rowing Club at Y.M.C.A.
Thursday evening at 8:30.
Rowing Club vs. Training School at Y.M.C.A.

Three teams have a chance to win the championship in the Shanghai Amateur Basketball league and the game scheduled next Thursday night between the leading Training School quintet and the husky Rowing Club team will be one of the deciding battles.

Should the present league leaders win, they have but to win the remaining game with the Rowing Club scheduled for March 24 to cinch the title. If the Rowing Club leads at the final whistle, the Blues and Training School teams will be tied for the top berth in the league standing. There is one other possibility. If the Rowing Club beats the Training School Thursday and a week from Thursday, the Rowing Club will win the championship.

Thursday's game will probably draw the biggest crowd of the season for much depends on the outcome. The Blues will be in the Rowing Club cheering section and the Chinese will be out in force. The game is scheduled at 8:30 o'clock at the Y.M.C.A., the Training School home floor.

Y.M.C.A. Team Looks Best

On paper the Y.M.C.A. crew should win. The Chinese are better shots and are in tip-top physical condition, while the Rowing Club players will excel in passing and "getting the ball."

The Training School victory over the Blues last Thursday came at the end of the greatest game in the league series. The Chinese fought an uphill battle and won because of superior physical condition. It was a dramatic ending to the second half, for Tung let the ball go from the center of the floor a second before the final whistle.

The leather dropped clean into the basket just as the whistle blew and the goal tied the score. In the remaining five minutes, the Blues fought condition and lost.

The Rowing Club should beat the Navy tomorrow and incidentally has an opportunity to practise a little team work after piling up an early lead. The sailors have not had any opportunity for practice games and have had trouble getting players out. There is a possibility that they may forfeit the remaining games.

From The Sidelines

Influenza cost the American School team three games as they were obliged to forfeit when players could not be obtained.

The Rowing Club players are already talking about a post-league series with the Blues. There is little love lost between the quintets.

Tung And Hoh are two of the best all-around men in the circuit.

Plans are being made to stage at least one of the deciding league games or possibly the series battles between the Rowing Club and the Blues at the Town Hall, with a dance following. The money realised will be used for the purchase of uniforms for next season.

Three Race Days Coming

The Shanghai Paper Hunt Club race meeting postponed from yesterday on account of the weather conditions will be held at the Race Course next Saturday.

The program and entry form for the Shanghai Race Club's first and second extra race meetings, to be held March 22 and 29, has just been issued. These two meetings, the first in the Club's expanded program for the year, will consist of a card of eight races for each day and entries will close at the Grand Stand at 6 p.m. next Saturday. The first saddling bell will be rung each day at 1:30.

BRITISH CHAMPION TO TOUR AMERICA

Jimmy Wilde, Holder Of World's Flyweight Title, Will Meet Bantams

New York, December 22.—Jimmy Wilde, flyweight champion of the world, conqueror of bantams and featherweights and the most remarkable fighter of his weight yet produced in Great Britain, is coming to America to engage in bouts with the best men in the bantam class. The noted Briton will of necessity meet the bantams because there are no flyweights of ability in the United States.

Wilde will arrive early in the new year, and, according to George Dwyer, a business man of this city, who is the manager of Wilde's forthcoming American tour, the British champion will be willing to take on Pete Herman, the bantam champion of the worlds or Pal Moore, the sailor boy who got a three round decision over Wilde in the recent international bouts in London.

Dwyer, who will start for England in two weeks to bring Wilde back with him, says that any American promoter desiring to stage bouts between Wilde and American boxers would do well to get into communication with him. He added that Wilde would be in readiness to enter the ring early in the new year.

Dwyer declares that Wilde's weight in the contest with Moore was 101 pounds and that Moore scaled at 116, giving the American an advantage of 15 lbs. Also that Wilde never has weighed more than 103 pounds, which was his weight when he knocked out Johnny Rosner and Young Zulu Kid.

In view of the diversity of opinion regarding Wilde's weight his coming will serve to settle for all time the poundage of the Welshman. If he gets on the scales and fails to show more than 103 pounds he will prove that he is the most remarkable midget in the history of pugilism.

Before Joe Lynch met Wilde in London he wrote here complaining that he was not in condition. He feared he would be beaten by Wilde because he had not had time to train.

Lynch is a capable boxer and is justified in asking for another bout with Wilde, but his excuses appear to be lame. He had the same chance for training that O'Dowd, McGoorty and Ratner had, and they performed excellently in the London competitions.

O'Dowd Still Middleweight?

Following closely on the Lynch letter came a heated protest from the manager of Mike O'Dowd, middleweight champion of the world, who made a remarkable showing in the London tournament. O'Dowd's manager objected yesterday to the inference that O'Dowd having been entered in the 175 pound class in England had outgrown the middleweight division. O'Dowd's manager insisted that the champion could scale at 155 pounds and that he would defend the middleweight title as soon as he arrived home.

There is hardly a doubt that the boxers who competed in London were weighed so as to determine their class, and the American, had he scaled 160 pounds, the limit of the middleweight division in Europe, would have been entitled to enter that class. The fact of his boxing in the light heavyweight class might be regarded as proof that he weighed more than 160 pounds, or that he insisted on going out of his class and conceded from fifteen to twenty pounds to each of his three opponents. Until O'Dowd arrives home and climbs on the scales, the claim of his manager will lie in abeyance.

British Fighters Retain The Style Of Jem Mace

Apparently Need Instruction In Modern Tactics Of Ring; To Learn Infighting; Americans Accused Of Having Set Bad Clinching Example

English critics of boxing after watching the Americans who competed at Albert Hall reached the dismal conclusion that British boxers have developed a stereotyped style in which clinching predominates, while, from their viewpoint, Uncle Sam's boys appeared to have relinquished infighting to a large extent in favor of long range boxing and with the best results, writes "Cross Counter" in the New York Sun.

The charge is made that the Britons got their ideas as to infighting and clinching from Americans who boxed in England a decade ago.

The confusion in the English mind is due to the fact that 98 percent of British boxers never had but one style, which is based on the Mace tactics. This consists of standing straight, leading with the left for the face and using the right largely for defense. If an opponent is weakened from left handed blows then the right is brought in to finish the task. But knockouts have been comparatively few because the English boxer is content to win on scientific points.

American boxers, on the other hand, have as many styles in the ring as a rainbow has colors. If the English critics who saw a few Americans boxing at long range could visit American boxing clubs they would be enlightened as to the styles of our boxers. A majority of the boxers who represented America at Albert Hall were of the long range brand, notably Richie Mitchell, Augie Ratner, Pal Moore, Joe Lynch, Eddie McGoorty and others.

Dempsey's Impulsive Style

But what would the English critics say if they could see Jack Dempsey at work. He insists on close quarters and the man who can keep him at bay yet has to be discovered.

Billy Miske also would open the eyes of the Britons with his infighting.

Surely the Englishmen who saw Mike O'Dowd stop three of their light heavyweights do not regard the middleweight champion as a long range fighter.

Britons also would be astonished by the present tactics of Kid Lewis, who was strictly a Mace school boxer when he held the featherweight title of England. Since arriving in America and capturing the welter crown Lewis has developed into an infighter of marked ability and effectiveness.

Where the Englishmen err is in supposing that American boxers have but one style. Benny Leonard is as good a boxer at long range as there is in the world, but as soon as he considers infighting necessary he employs it with savage effectiveness.

Adopt Best Tactics Of Game

In substance the American boxers of ability have adopted all the best tactics of the game, while the English ringsters have adhered to one style and have lost ground in consequence.

While some of the ablest American fighters, like Frankie Burns, devote themselves largely to infighting, the best type of American boxer, with Leonard as the leading example, can box at long range with baffling skill and, quickly changing their style, step in to close quarters and bombard an opponent with destructive punches.

With a single exception of Jimmy Wilde, who varies the Mace style of boxing with terrific punching power, there is not a man in England who could win over the best American boxers in his class.

It would not be a bad idea for John Bull to send for a corps of capable American boxing teachers to put their leading men through a course of instruction in the modern tactics of the ring.

They are still grumbling in England over the decision that Pal Moore received over Jimmy Wilde. It seems Moore got the verdict of two of the three judges. The officials who thought that Moore was the winner were Lieut.-Col. F. H. Cleaver, Royal Air Force, and Lieut. E. Stewart of New Zealand. Capt. L. R. Warn of Canada gave his decision in favor of Wilde. As the judges were all subjects of the British Empire and as a majority of them decided in favor of the American it does not seem that there is any question for the excessive chin wagging in progress in England.

Pat Willie Meehan, who has arrived home on the Pacific coast, explained to his fellow citizens why he was too late to compete in the Albert Hall bouts in London. His departure from Philadelphia was delayed ten days awaiting a detail to go overseas. Then when the boat on which he sailed arrived at a port in France there was another delay of 24 hours while the official whose duty it was to countersign the papers was being hunted for. When the official was finally discovered Meehan started across the Channel but got to Albert Hall just as the last bout was being contested.

Meehan expressed the opinion that he would have trimmed Bombardier Wells in short order. Meehan declares that Pal Moore won his bout from Wilde, but thinks the English flyweight is a great boxer. It is reported that Meehan and Fulton will be the next pair of "amateurs" to entertain the coast fans. Meehan is quite likely to bump into a lot of trouble if he gets into the ring with the plasterer, for Fulton will fight like a demon against any man who lacks a punch.

Freak Pitching

Attempt To Put On Soft Pedal Failure, Says Evans

BY BILLY EVANS
American League Umpire

The freak pitching delivery has about come to stay in baseball. That may seem a rather strange statement, but it is true nevertheless.

The spitball, which might be classed as the first of the new-fangled methods of pitching, is still with us. There has been constant agitation for the abolition of the "spitter," but it usually proves to be mere winter chatter.

With the spitball doing business, it is rather hard to attempt to eliminate the other freak methods of deceiving batsmen.

Against Spit Ball

Last season, the American Association sought to solve the freak pitching situation that had played the batting, by abolishing [illegible]. No pitcher was allowed to put the mouth with the ball, [illegible]ary with spit ball pitche[illegible]ing the ball for delivery.

Just how successful [illegible] worked out, I don't k[illegible] have talked with several Ame[illegible]sociation umpires, and they te[illegible] the rule was rigidly enforced. I [illegible] now several association pitchers who joined the American league, after the close of their season, relied largely on the spit ball for success in the Johnsonian organization.

Keating Came Back

There is Ray Keating, for instance, who joined the New York Americans. Perhaps Keating got by in the association with the fast one and the curve, but the moment he came back to the American league, his best asset was the "spitter."

I have always regretted the introduction of the spit ball and other freak deliveries. I think base ball would be more interesting if pitchers confined their stock in trade to speed, curves and a change in pace. It would give the batsman a better chance, and, since a certain amount of batting is essential to the interest of the game, that would be one advantage gained. In the second place it would tend to develop smarter pitching if the twirlers had no freak delivery to resort to in a pinch. In the third place, the introduction of the freak deliveries slowed up the game, because a pitcher in using a freak delivery must have the ball properly manicured before delivering it, and must be careful as to how he holds the ball, as he starts it to the plate.

Another annoying feature that has crept into the pastime as a result of the use of the freak deliveries is the constant desire of batsmen to make a careful investigation of the ball any time he strikes out or fails to come through in a pinch. In a great many cases the thought of an alibi is uppermost in the batter's mind, as he demands that the ball be given the "once over." Yet in many cases I have not attached a whit of blame to the player because he got such a deceptive break on the ball it was practically certain the pitcher resorted to some unusual method.

Russell Ford made the emery ball famous. Many other pitchers prolonged their careers through its use. The American league, realising the emery ball must be placed under a drastic penalty on the use, that the emery ball proper, is no longer included in the repertoire of American league pitchers.

Had Another Great Idea

To offer an example of the theory I am attempting to prove I submit the conversation I had with an American league pitcher a few days before the close of last season. I will not give his name because that would be unfair, but I will say he is one of the best pitchers in the American league, one who could easily hold his own, if speed, curves and a change of pace was really all you could possibly get away with.

I had noticed that whenever in a pinch this pitcher would get a lot of stuff on the all important ball he could make it "sail." As a rule he wouldn't resort to such a delivery more than a dozen times in a game, but when he did the batsman was practically helpless. Undoubtedly had the pitcher believed baseball would be on tap in 1919 he would have never mentioned his secret.

The day previous, with the bases filled, he had struck out one of the best hitters in the American league. None of the strikes had been called, because a base hit just about meant the old ball game, and the batsman took a healthy cut at all three. Never did I see three balls have a better break. I was positive the pitcher was getting the break through some unnatural means, but not classifying myself as a detective, I didn't investigate. On the bench the next day I spoke of the incident to the pitcher. He smiled, and here is what he said as nearly as I can remember it:

"Well, Bill, it will be all over in a couple of more days, so I'll show you how I got that break on the ball. Next summer I will probably be in France, so you won't have a chance to get back at me." Then he held up before my eyes the thumb on his right hand. Yes, he is a right-handed pitcher. I will let you in on that much.

Cut Thumb Nail

The nail on the thumb of the right hand was made to resemble a perfect little saw. I could see at a glance that the passing of that thumb nail over the smooth surface of a new ball would produce a roughened surface of any size desired.

"Why, I have been as particular about that thumb nail," continued the pitcher, "as I have been about my salary arm or my general condition. I have called it into use only on rare occasions, as I had no desire to arouse curiosity. I knew my ordinary stuff would serve most of the time, but in a pinch I wanted something in reserve, at such times I resorted to my thumb-nail ball."

Just to satisfy myself I took a new ball out of my pocket, handed it to him and asked him to exhibit his deftness. Inside of 10 seconds he had turned the trick, and it was the roughest little rough spot you ever saw. So while the emery ball has passed, there are so many substitutes equally effective that its passing really meant nothing to the batters.

Avaunt Bull Fights; On With Baseball!

Venezuelans No Batters, But, Caramba! How They Throw!

New York, December 5.—According to the latest reports from Venezuela baseball beats bull fighting. From the American point of view there is nothing remarkable in such a statement. We always knew it did. But Pitcher Mutis of the Perinquen Stars, the Porto Rican baseball club that recently visited Venezuela for a series of games, says that the sentiment has got hold in the South American republic, where for centuries "la corrida de toros" has been the national sport.

People there still go afternoons to see the "toreador" give the deadly thrust to his victim, but a greater number attend the morning baseball game and their enthusiasm at the "juego de pelota" is more intense and continuous. They howl at the players and at each other, convincing proof that the fan has appeared in the South American republic.

As players the natives have not reached Porto Rican standards. They are rather weak fielders and batters. But throw! Caramba! How they can throw! According to Mutis, Walter Johnson and Tris Speaker would sit up and take notice if they saw the "Venezolanos tirando la pelota."

So great is the desire of the people of Caracas to learn the American game that Mutis and one or two of his companions were persuaded to remain after the series to teach enthusiasts how to play it. Perhaps the pitchers of the future may come from Caracas or Maracaibo instead of the Texas League.

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GOLF BALLS

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MARTIN'S
APIOL STEEL PILLS
A French Remedy for All Irregularities. [illegible]

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

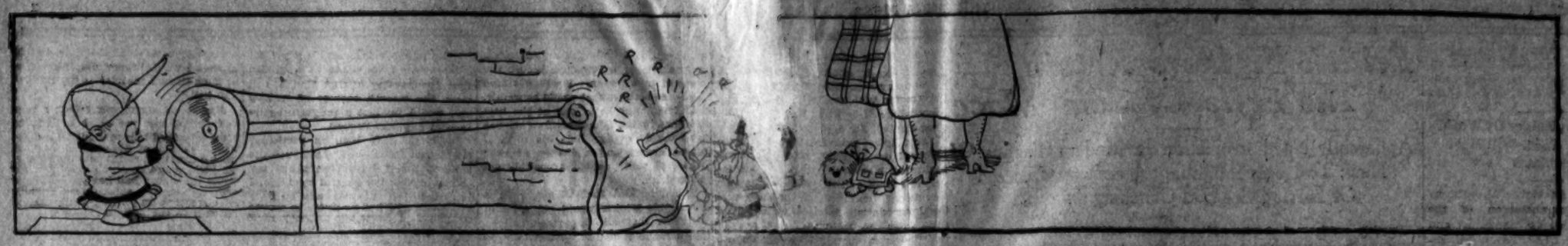
STATIONS		Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jenfeld	dep.	....	7.51	9.16	10.23	....	15.06	15.06	....
Sicawei	dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi	dep.	....	9.51	11.52	13.28	....	16.58	18.49	....
Kashing	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah	dep.	8.45	11.06	13.15	15.50	....	17.53	....	....
Changan	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow	dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou	arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS		Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou	dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan	dep.	....	....	8.04	9.42	....	11.40	15.20	17.36
Yehzah	dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing	dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashi	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang	dep.	....	9.06	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction	*dep.*	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South	*arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*19.40*	....
Lunghwa Junction	dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Sicawei	dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jenfeld	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	16.55	18.35	Zahkou	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.



Little Jimmy

1. "THAT PONY IS A SIGHT! JIMMY RUN DOWN AND BORROW MR BROWNS HORSE CLIPPER GET SOME OF YOUR KID FRIENDS TO HELP YOU WITH IT. SCOOT NOW AND HURRY BACK!"

2. "HI, FELLERS ULL YOU HELP ME BRING A HORSE CLIPPER TO MY HOUSE?" "SURE!"

3. "NOW, YOU BOYS BE AWFUL KEERFUL O' THAT MACHINE!" "YES MISTER BROWN!"

4.

5.

6. IDEA IDEA "STOP LOOKING AT ME! MY MAMMA SAYS YOU ARE COMMON CHILDREN."

AND IN THE MEAN TIME

7. "I SEE I'VE GOT TO GO AFTER THAT CLIPPER MYSELF IF WE'RE GOING TO FINISH THIS JOB TO-DAY!"

8. "HAVE YOU SEEN MY LITTLE BOY JIMMY?" "OOH LOOK, MR THOMPSON I GOT HIM TO DO ME AN' MY CAT AN' MY BABY BROTHER!" "HE TOOKED MY CURLS AN' MY MAMMA'LL BE VERY ANGRY!"

9. "NICE GOATIE. PRETTY GOATIE. COME GOATIE." "HEY! KEEP YER OLE MOWING MACHINE OFF'N MY GOAT!"

10. "HERE YOU OLE GOAT. YUD BETTER COUNT TEN BEFORE YUH DO ANYTHIN'!"

11. "THADDA GOAT!"

12. "FATHER YOU HAD NO BUSINESS TO SEND HIM ON SUCH AN OUTLANDISH ERRAND AND BESIDES, LOOK!"

SWINNERTON-19.